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APRIL 2012 N°286

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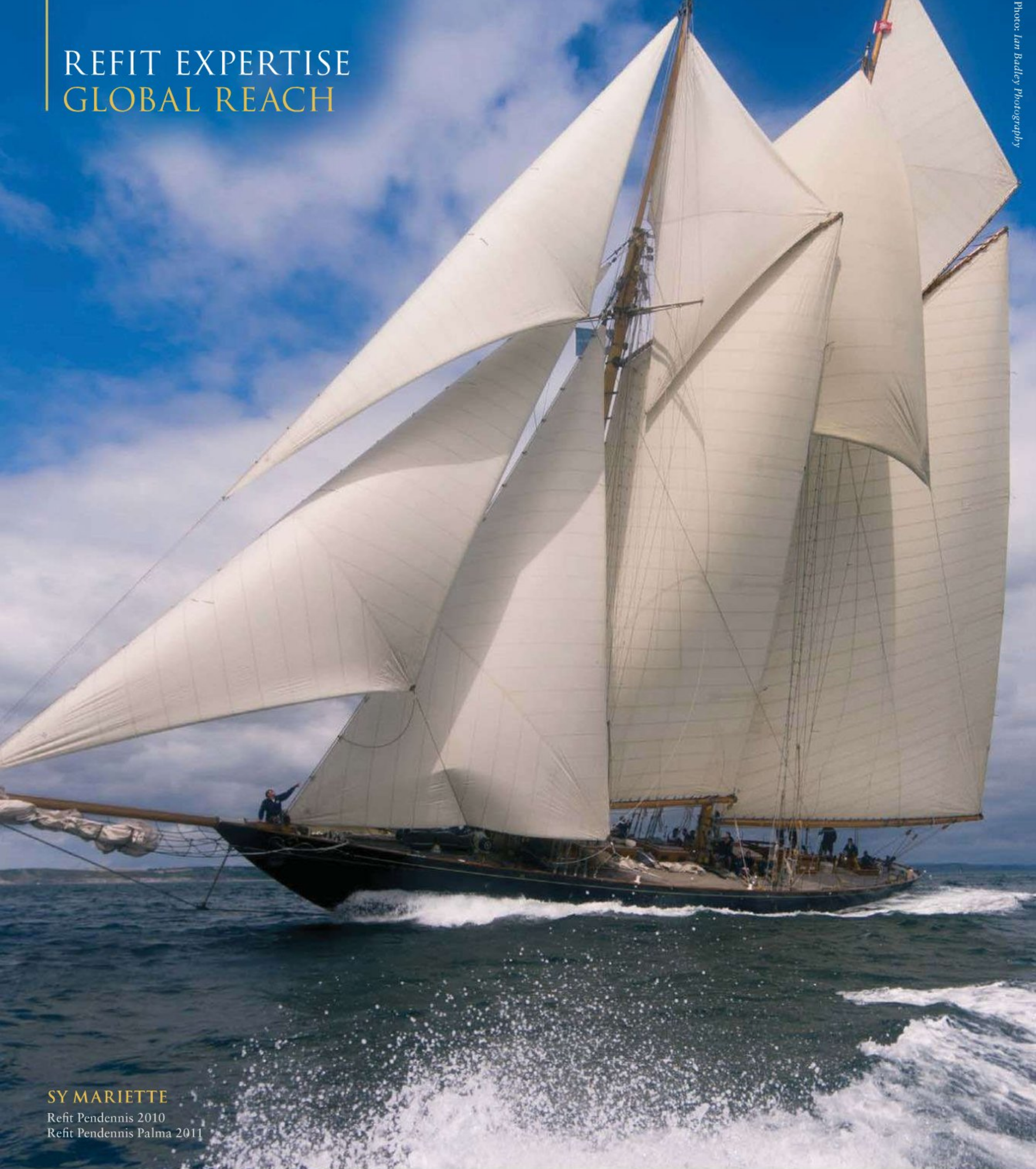
The Britannia era

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**PHOTO
COMPETITION**
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FROM DAN HOUSTON, EDITOR

Changes in ocean sailing

Last month this was written on the skipper's laptop as we prepared to leave the island of Tenerife, taking the ketch *Eilean* back to the Caribbean (p8). And whilst looking forward to the passage, it seemed natural to muse on how ocean sailing can change us; not just in the promotion from rock-dodger to blue-water sailor, but how we might become different in ourselves. Yeah, it was a bit deep for here...

Well, the report is: it felt great and I did feel very different – in fact, historically different. Away from the madding crowd, the wi-fi – not to

**“...truly excellent,
to wake up and
smell the coffee”**

mention whiffy – world, sans mobile and, Sainted-heaven, beyond the grasping fingers of the email-mayhem we call working life...

Being, for a change, @sea I was surely reminded of how life was in the 1980s.

“Wow, there seems to be time to think,” I noted in my A5 notebook, shortly after making a leather cover for it at the arts and crafts club, aft deck, *SV Eilean*, most afternoons from 2pm...

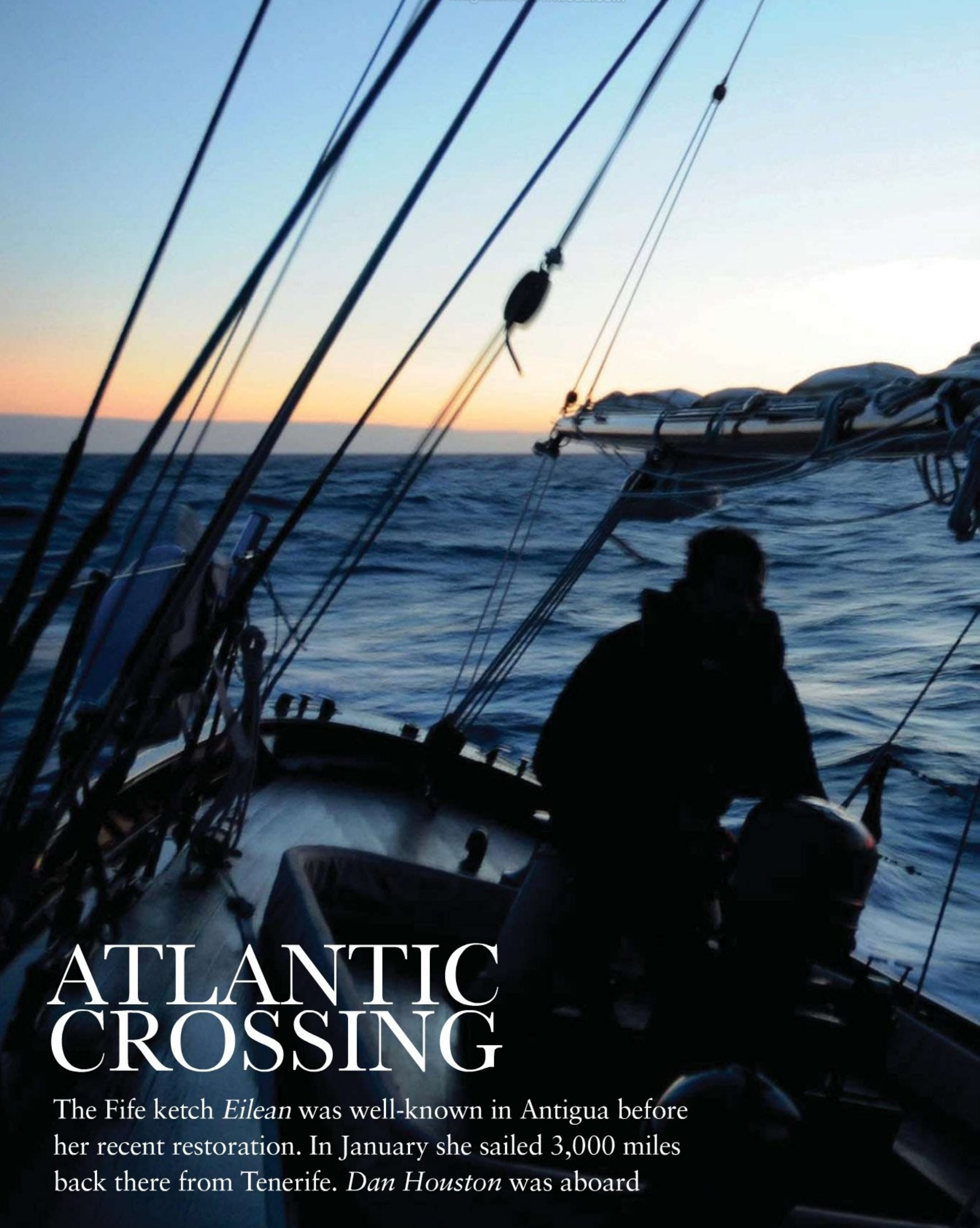
Suddenly I think I quite like the 1980s; it was a decade when both *Eilean* and I last did a Transatlantic under sail. But I could not claim to be as rejuvenated as she is; she could go on another 75 years, easy.

In other aspects the sailing was very modern. We did not use a sextant, although we did plot our position once or twice a day on a very, very small-scale paper chart, and we kept a log book every couple of hours. We put trust in our water-maker, having three-day showers in fresh water and washing clothes too – a sheer luxury that is a comparatively new experience for boats like *Eilean*.

We had a satellite phone, receiving texts about weather and with a limited ability to report back. We recharged that on the 230V supply.

We also had a half-way party (above), at 45°W and, it being a boat with Italians on board, it was truly excellent, to wake up and smell the coffee.





ATLANTIC CROSSING

The Fife ketch *Eilean* was well-known in Antigua before her recent restoration. In January she sailed 3,000 miles back there from Tenerife. *Dan Houston* was aboard





PHOTOS: GUB GUB AN TING



So here's the thing: and I'm worried this might sound a bit mad, a bit... schoolkid's-first-trip or just wet like an otter's pocket. But this boat I am on – I am in I should say, because I am lying in my bunk and we're far out to sea – this boat, she really feels like a live animal.

The boat is the *Eilean*, the 72ft (22m) restored Fife ketch, and we're three days out to sea SSW of Tenerife, headed to find the northeasterly trade winds to take us to St Maarten in the West Indies. And yes, it's kind of a trip of a lifetime; only the second time I have ever got to do anything like this...

Anyhow in my bunk this night I'm in a semi-dream state and *Eilean* is giving me the sensation of flying. We're broad-reaching down the wave fronts of a reasonable Atlantic swell and we have been registering speeds of 12 to 13 knots. It has taken a while to get used to the sounds of the boat at sea; things rolling around in lockers are matched by heavy creaks as the boat surges off the wind, but these noises have now merged into the background burble of the vessel ploughing her way through the sea, heard through the teak planking just inches from my ear.

Only she's not ploughing now – the hull just hisses and the movement surges forward as though she has taken to the air. "I'm in a great winged horse," I tell myself and the sensation is one of huge beating wings as she speeds up, slows slightly and then swoops forward

again. I have never felt this so keenly in a boat before and I can only describe it as something close to ecstasy. I know I am experiencing the changing centre of effort on the centre of lateral resistance but I can sense it rocking either side of her keel so that it feels like the limb movements of some fabulous mythic animal. At times she soars effortlessly and then glides for a minute or more – the image in my mind is that I am flying a dragon down vast northern wooded mountain valleys, the ranks of fir trees just below us, craggy peaks... I have often said that you don't need to take drugs once you've sailed offshore.

But I wonder if others have ever had that sensation, of the animalistic nature of a wooden boat, or whether it's just William Fife boats. Maybe that's how they got their famed dragon motifs on the bow, which I always thought was a nod to the prow of the Viking longships.

RESCUED AND RESTORED

Eilean was restored by the charismatic Panerai watchmaker boss Angelo Bonati as a flagship for the high-end brand at the classic regattas he sponsors. In 2006 Bonati had found her when she was lying forlorn in the mangroves in English Harbour, Antigua, WI, bought her and brought her to Italy to restore (CB264). *Eilean* of course was famous in the WIndies, where French architect John Shearer had owned her since 1970. She had been the star of Duran Duran's *Rio* video but also

Above left: *Eilean* with cruising rig
Above top: The editor at the wheel
Above: Hoisting the mizzen
Opposite: Atlantic slop
Previous spread: Sunrise at 40°W



*Above: arriving at
St Maarten, WI
Right: Andy with
some 1930s
Yachting Monthlys
Below right: the
lagoon at St
Maarten*



importantly, she'd had a crash with a ferry off the coast of Spain and limped home to go into the mangroves in the mid-1980s where John then tried to undertake and complete the repairs, using a tugboat as a floating workshop alongside.

How many sailors had that wistful wish of rescue as they saw her from over the water in English Harbour where she lay in the unforgiving sun? Certainly Shearer has said he had 20 or more offers to buy her. She ended up needing total reframing of her galvanised-steel ring frames – but much of the teak planking is original, like her deckhouses and many fittings.

OCEAN NOTIONS

And now, more than 25 years after she last sailed in the Caribbean, she was going back, and, fresh out of the electric-lit London Boat Show in mid-January, I'd joined her in Tenerife for the Atlantic leg of her delivery.

What a winter treat! The last time I was in Santa Cruz was on the converted topsail schooner *Vanessa Ann* in 1985 and I haven't dared to dream of an ocean crossing since then. Four sons and a mortgage tend to get in the way of such ocean notions and I was over the moon when my boss Paul Dobson said I could go. I am lucky that the CB editorial team has been together for some seven years now, and deputy editor Peter Willis was relaxed about my going as well!

“In a reasonable Atlantic swell we have been registering speeds or 12 to 13 knots”



Last time in Santa Cruz with the *VA* we'd come out of the water for a week to scrape and antifoul the schooner, but this time we leave, just after nightfall, Monday 16 January, within 24 hours of my arriving.

There are four of us joining *Eilean's* permanent crew of four. I have known skipper Andy Cully for several years, since he set up his Classic Yachts website – a register of wooden boats on www.classicyacht.info. He joined *Eilean* at the end of her restoration in 2009, having worked with other classic yachts like *The Lady Anne*, *Mariquita* and *Adix*. His regular crew are engineer Stefano Valente, chef Stefano D'Oria, and stewardess Jesse Green from Weymouth. Two Italian delivery crew are Edoardo Nardelli who runs a crew delivery business and Giovanni Funis – our fit nipper who is in his early 20s. Andy had also found room for two sailing journalists – Japanese photographer Yoichi Yabe joins me from Yokohama for the passage.

Eilean had come to Santa Cruz from her Italian base just before Christmas, so everyone is keen to get to sea. We'll sail south around 1,000 miles to get into the trade winds between the 18th and 16th parallels and then west.

In the time-honoured tradition we'll be in three watches but Andy favours the three-hour night watch so there are three four-hour watches from 0800 to 2000 hrs and then it goes from 2000-2300, 2300-0200, 0200-0500 and then to 0800 again. The system will kick us

along so we are not doing the same watch each night. Last-minute preparations include picking up laundry and filling every space in the saloon and forepeak with fresh vegetables and fruit; a string hammock in the forepeak between Chef Stef's and Jesse's bunks is full of green, yellow, orange and red stuff.

I am put on watch with the 'Chianti Crew', engineer Stef and Giovanni. Not called that because they love wine – this will be a damp, if not quite dry ship when it comes to alcohol for this crossing – but they come from the Chianti region, which of course is the best place in the world. Yoichi joins Jesse and Andy; Edo and Chef Stef make up the third watch.

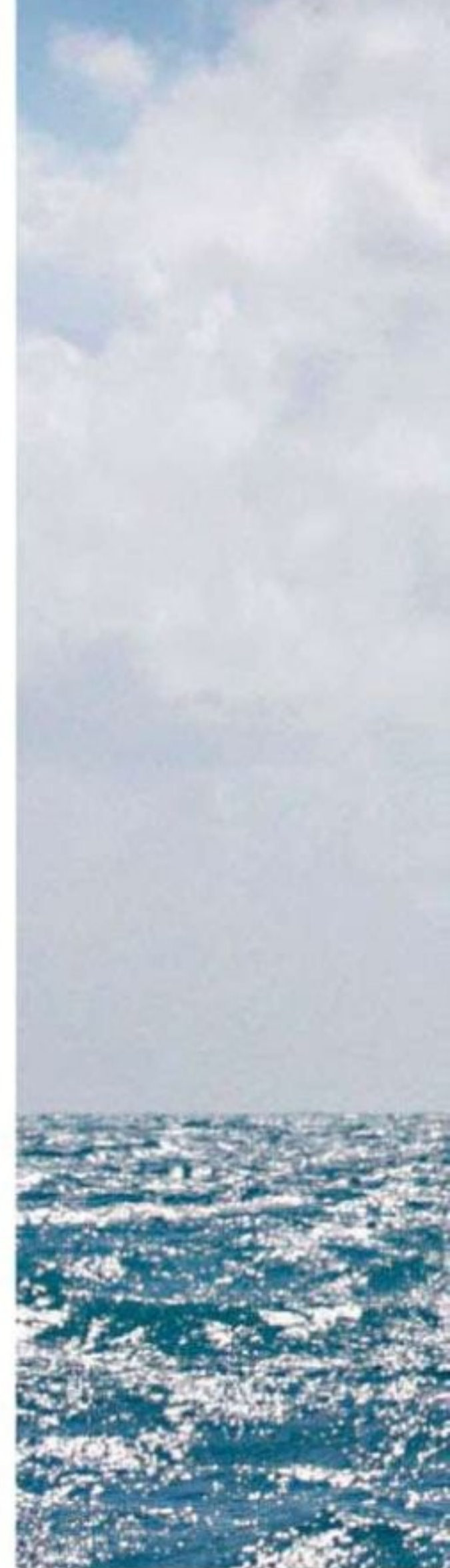
SHIPBOARD LIFE

Shipboard life quickly establishes a pattern: keeping watch; filling in the log, eating, and getting enough sleep are the order of the first few days.

After the first night we hoist *Eilean's* cruising mainsail, a loose-footed shorter-headed sail which has to be sheeted to the deck on one side of her boom; tacking takes a few minutes to re-reeve her mainsheet to the other side. Her mizzen, even reefed down, gives her too much weather helm even with her jib topsail set from the end of her bowsprit. We're 200nM off the coast of Africa but the easterlies are bringing a rain of fine red dust off the Sahara. This gives the sea and sky an

Above: Chef D'Oria and his bunkside hammock of veg

“Night, we decide, is lost on most landed folk. And we are the lucky few sailors gliding through the interstellar void.”



unearthly tinge as if seeing everything through a tobacco filter... “a slightly sepia effect,” I noted. On the fourth day this reduces visibility to “poor” – less than 2nM, plus we discover that we have a gas leak.

There are days, especially in the tropics, when salad or a cold collation are welcome but the thought of not being able to cook for the next 14 days clearly fills chef Stef with horror (not to mention the rest of us; a lack of coffee would reduce us Chiantis to misery). “I have nothing but an empty pot,” he dolorously declares at that evening’s cold supper. So we decide to divert to Cape Verde, altering course from 230° to 190°, to go and buy some gas hose.

Some of the sailing has been amazing: the day also saw our best 24-hour run so far – 201nM. On our night watch we’d gazed at the deck log with fascination, watching speeds climb from 9s and 10s to 12s and even a 14-knot surge as she flew down a wave front in good ocean swells in the F5s and F6s we had been enjoying.

We’ve also been trying to catch a fish, streaming lures from two rods mounted in tubes lashed to the aft stanchions. So far we’d managed a very small tuna, which was returned to the sea with our abject apologies, and a few small flying fish have landed on deck. With tuna in mind we won’t be eating them.

Skipper Andy is filing a daily position report via our 160-character text Inmarsat phone and Panerai boss Angelo Bonati tells us we’re sailing way too fast for

fishing. “Come and join us, show us how it’s done,” Andy replies after relaying that we’ll detour to San Vicente. Sadly, he has a week of important meetings. Later we’ll catch quite a few fish, including a large mahi mahi (dorado) and a wahoo which is excellent grilled.

In the early hours of Sunday morning after nearly a week at sea we tie up in the port of Mindelo, San Vicente. We enjoy some welcome sleep in calm conditions; downwind sailing had seen *Eilean* yawing as well as pitching and rolling and to get to sleep you kind of had to jam yourself in your bunk some nights. It being Sunday the Portuguese-African island is also closed so we’ll have to wait for Monday morning for the hose.

SALTY CUSHION COVERS

Salty cushion covers and bedding are removed and two bulging kitbags of laundry are collected. The Pont D’Agua right next to the marina is a sushi restaurant so we book a table for that evening – much to Yoichi’s delight, only to discover that sushi is not served on Sunday. Our second day in port is restorative. With the gas fixed, new gas bottles bought, and the laundry quickly done for us, we leave at 1730. I’d happily go back to the Cape Verdes; they look fun and some yachts have clearly been here for a while, riding at anchor or tied up in the marina. Several are bound for Brazil – the Caribbean holding slightly less allure, perhaps, than it has in recent decades.

Above far left: Andy uses an electric rope cutter to clean up an eye splice

Above left: Giovanni sheaves a new halyard for the mizzen staysail at the top of the mast

Above right: I was lowered into the dinghy for photos of our arrival

Right group: The aft deck with following sea; night sailing on a digital camera; dawn, with rain squall under cloud



We change our watch system. With Andy confident that Yoichi and I are capable, we form a new fourth watch. This will ease the tiring effect of being awake in the small hours of the night; two on watch are enough to ensure the ship runs safely and for sail changes at night we need more on deck in any case.

Chef D'Oria is back on form. Snatches of song waft up from the companion as he prepares lunch or dinner – which he does every day, while taking his watches like the rest of us and coping with the movement. Eating is like going to a restaurant and having the menu du jour. Some is Italian regional cooking but he can just as easily turn his hand to a curry, or we'll have a perfect steak with square sautéed potatoes and al dente broccoli. We end up calling it Trattoria Atlantico, or Trattoria D'Oria.

Giovanni talks of his dream of buying a pilot cutter and sailing off on a world cruise and questions me about designs. Jesse alters a brightly-patterned African trouser suit into a flippy cotton dress and tells me about appearing in the pirate radio film *The Boat that Rocked*, filmed in Portland – she played the part of Bill Nighy's character's girlfriend. I tell her about reading the news once on Radio Caroline – when I'd gone to write a feature and got stuck aboard for a few days in a North Sea gale.

Yoichi and I also re-establish our 1800hrs Sundowner Club, with a good medicinal whack of gin and some of the inexpensive little cuban cigars we'd found in Tenerife.





Above top: Yoichi and Stefano Valente

Above: the Simrad chartplotter in the doghouse

Above right: Catching our supper – most of this 1.4m mahi mahi went in the freezer

We hit a routine and while it's easterlies rather than the hoped-for northeasterlies which would allow us to reach west, it's a happy ship. Andy and Jessie get out some leather hides and begin the task of making leather covers for the bottle screws and blocks. We make monkey's fist easy-release grommets for the lines along the booms and splice and whip new lines and ties. Sails are spread out and repaired. Afternoons become like an arts and crafts club.

NIGHT SAILING

Ocean sailing takes night sailing into a new dimension. You get used to being awake at night quite quickly so that it also feels like the natural state. There are little jobs to do, you trim sails for a while when you come on watch, fill in the log, make tea, but the main task, given that we have an autohelm, is being on watch. And so, you watch.

After a few days you're noticing star patterns that are shifting in their place compared to the same time the night before; you anticipate moonrise and you gradually watch her wax or wane as the nights pass.

Starlight this far from land – in a world which is doing its best to mirror the heavens with its own populous pattern of urban lights against the dark land masses – seems stupendous. With a 180° light-loom-free horizon you can see more of the constellations as they wheel slowly across the sky, sliding into the western rim of our dark-shaded world.

Nature, it seems, is showing off her geometry set. We see every type of isosceles triangle – even some close to equilateral, a slightly squashed pentagon, the kite-shaped Southern Cross, rhomboids; the great constellations...

Day suddenly seems a poor, one-dimensional substitute, the burned-out sunny blue so harsh compared to the soft undulating blues and purples of our starlit nights. So we look forward to the night watches where we do what man is meant to do and stare into the all-enveloping beauty of nature's night face while trying to read and follow her stories.

Night, we decide, is lost on most landed folk. And we are the lucky sailors gliding quietly through the interstellar void... lying on deck getting a moon-tan by the pool of the Multi-Star Hotel... night after night.

And so it almost seems a shame to be nearing land, after a good 3,000 sea miles. Despite the sometimes frustrating lack of northerly winds which have kept us at sea about five days more than planned – plus the two for detouring via the Cape Verdes – I feel like carrying on; I'm actually starting to feel fit in the way sailing, with its constant movement makes you almost unconsciously fit.

On our last day at sea we cross the continental shelf, going from depths of 5,000m to 30-odd in a mile or so. We have polished the brass and the sand has gone. I get in the tender to photograph the moment: *Eilean* has come home again, to the isles of the west.

EILEAN

DESIGNED
William Fife

BUILT
1936 (Wm Fife, Fairlie)

RESTORED
2009

LENGTH OVERALL
72ft 6in (22.2m)

LENGTH WATERLINE
50ft 9in (15.5m)

BEAM
15ft 3in (4.7m)

DRAUGHT
10ft 6in (3.2m)



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G20 TASK FORCE AT WORK

Wind tax proposal would hit yachts

The wind could be taxed under new proposals being considered by the G20 group of governments. And the tax would also affect leisure sailors, ministers revealed. The move is seen by governments as a way of maintaining tax revenues from power producing wind farms.

"In future, as oil and gas-fired power stations are replaced by sustainable energy, we will need to raise taxes from those companies just as we do now," explained Lord

Green, of the Department for Trade and Investment. A task force has now been set up to see how wind can be taxed. One of its first jobs according to Lord Green would be to assess how water companies had monetised, and made large profits from, what was once considered a free resource.

Ministers admitted that under the draft proposals, anyone using wind power could become subject to taxation under the new laws. Traditional windmills as well as wind

"A tax for yachts would work like road tax"

turbines are cited in the document, as are sailing clubs, organisations and individual yachts.

The RYA told CB it had not had time to react to the proposals but a spokesman rubbished the idea as "inappropriate and hard to police. How can they monitor when a boat is sailing? It's ridiculous," he said. However, CB has learned that a tax for yachts will work like a road tax, and be based on the boat and her size, rather than a seasonal mile rate.



MERVYN MAGGS

EAST COAST

First East Coast Gig built

The first East Coast Rowing Gig built in a century has taken her maiden voyage up the River Colne in Essex, *writes James Dodds.*

This 24ft (7.3m), cold-moulded gig, with four oars and helmswoman took only a hour to row from her birthplace in Harkers Boatyard in Brightlingsea to the Heritage Centre pontoon in Rowhedge. She has been named *Velocity* after the large

deep-sea fishing smack that worked from this river at the turn of the century and she's based on a 19th-century East Coast beach boat design.

She was built by Shaun White as part of the apprenticeship programme run by the Pioneer Sailing Trust at Harkers Boatyard. It is hoped that this will be the beginning of the team sport of gig racing on the East Coast. A second boat is already nearly finished.

John Fairfax 1937-2012



John Fairfax, first man to row solo across the Atlantic in 1969 and then the Pacific in 1972, with girlfriend Sylvia Cook, died at home on 8 February. He was raised in Italy and

Argentina and was ejected from the Scouts at the age of nine after settling his first dispute with a pistol. By 13, he had run away to live in the jungle, where he made a living killing big cats and selling their pelts. He once picked a knife fight with a shark, dumping its dead body on the doorstep of a journalist who'd questioned his ability to do so. He made his first million as a gun-smuggler, loved prostitutes and reputedly hated children. He spent his later years as a professional baccarat player in the casinos of his adopted home of Las Vegas. He leaves behind his wife, Tiffany.

Jack Chippendale 1925-2012

The boatbuilder Jack Chippendale died on 24 February. He was a doyen of racing dinghies, and co-founder of the WBTA among his many achievements. Obituary to follow.



C/O GORDON DRYSDALE

SCOTLAND

New regatta for McGruers

We've had Fifes on the Clyde, then Mylnes. The latest Scottish designer regatta is for McGruer yachts, although non-McGruers are also welcome. The entry list so far includes *Rowan IV, Elona, Kelana, Cuilaun, Zaleda, Ayrshire Lass* and the Gareloch One-Design fleet. The event will be held on Gareloch this 5-6 May. See p50.

NMM Royal river exhibition

The National Maritime Museum will hold a special exhibition to commemorate the Thames's history of royal pageants of the sort planned for the Queen on 3 June. Four hundred objects, some on loan from the Royal Collection, will be on display from 27 April until 9 September.



C/O J-CLASS ASSOCIATION

NETHERLANDS J-class Rainbow is launched

The latest of the new breed of J-Class yachts was launched from the Dutch yard Holland Jachtbouw on 22 February. *Rainbow* is a recreation of the original, designed by William Starling Burgess, which won the America's Cup against Charles Nicholson's *Endeavour* in 1934.

The new *Rainbow*, from the design office of Dykstra and Partners, is true to the original drawings in most respects – not least her flush

deck interrupted only by a skylight and deckhouse – but also different in several, like her superyacht interior and the fact that her hybrid propulsion and power systems mean she can be run entirely off her lithium ion batteries. Her mast was being stepped without any delay and sailing trials were set for March.

This J actually belongs to her builder: she was commissioned by Chis Gongriep, owner of Holland

Jachtbouw. She is one of the six or seven J-Class yachts planning to visit the southern English coast this summer for a special series of regattas to celebrate the Olympics.

There are now seven J-Class yachts afloat: *Shamrock V*, *Endeavour*, *Velsheda*, *Ranger*, *Hanuman*, *Lionheart* and *Rainbow*. *Atlantis* is currently in build and plans have been announced to build *Yankee*, *Svea* and *Enterprise*.

WORD OF THE MONTH **Lunation**

"The period in which the moon goes through every variety of phase; that is, one synodical revolution."

*The Sailor's
Word Book of
1867*



First design 6-M

Audifax is a first-rule 6-M yacht drawn by Alfred Mylne in 1911 and built that year by A Malcolm Boatbuilders on the Isle of Bute. Design no 190, she is 32ft (9.8m) on deck with a 20ft 3in (6.2m) waterline and 5ft 6in (1.7m) in the beam. Today, she belongs to Jürgen and Renata Berg, and is sailed on Lake Constance in Germany.

Is your boat 100 this year? Feature her in CB! Email the news editor in the subject line.

C/O THE OWNERS



SS ROBIN Open for Olympics

The world's oldest complete steamship, *SS Robin* of 1890, will open in time for the Olympics in July. She will receive the final touches to her purpose-built pontoon at the Royal Victoria Docks in east London. A Heritage Lottery Fund grant of £1 million will create a visitor centre within the hull.



NORWAY Restauration – or replica?

Visitors to the Risør Traditional Boat Festival, 2-5 August, will be able to see the replica of 'Norway's Mayflower'. The 54ft (16.5m) replica is named *Restauration II*, after the original *Restauration* that sailed to America with 52 passengers in 1825, the beginning of an emigration that numbered around 800,000. *Restauration II* was built in 2009 near Stavanger.

SWEDEN

Yachts return for Olympic centenary

It is not just Britain thinking of the Olympics this year: a regatta this summer looks back to 100 years ago, when Sweden hosted the sailing events for the 1912 Olympics in Nyanshamn. A regatta held at the time was attended by 120 yachts.

Several of the yachts from that regatta are expected at this year's event, again in Nyänshamn and with feeder races from Simrishamn, Vastervik and Visby. Organised by the Nyänshamn Yacht Club, the town's local authority and the Swedish Classic Boat Society it will run from 9-24 July. See [page 53](#), or www.cbm2012.eu, for more details.

NEW ZEALAND

The last Logan almost destroyed

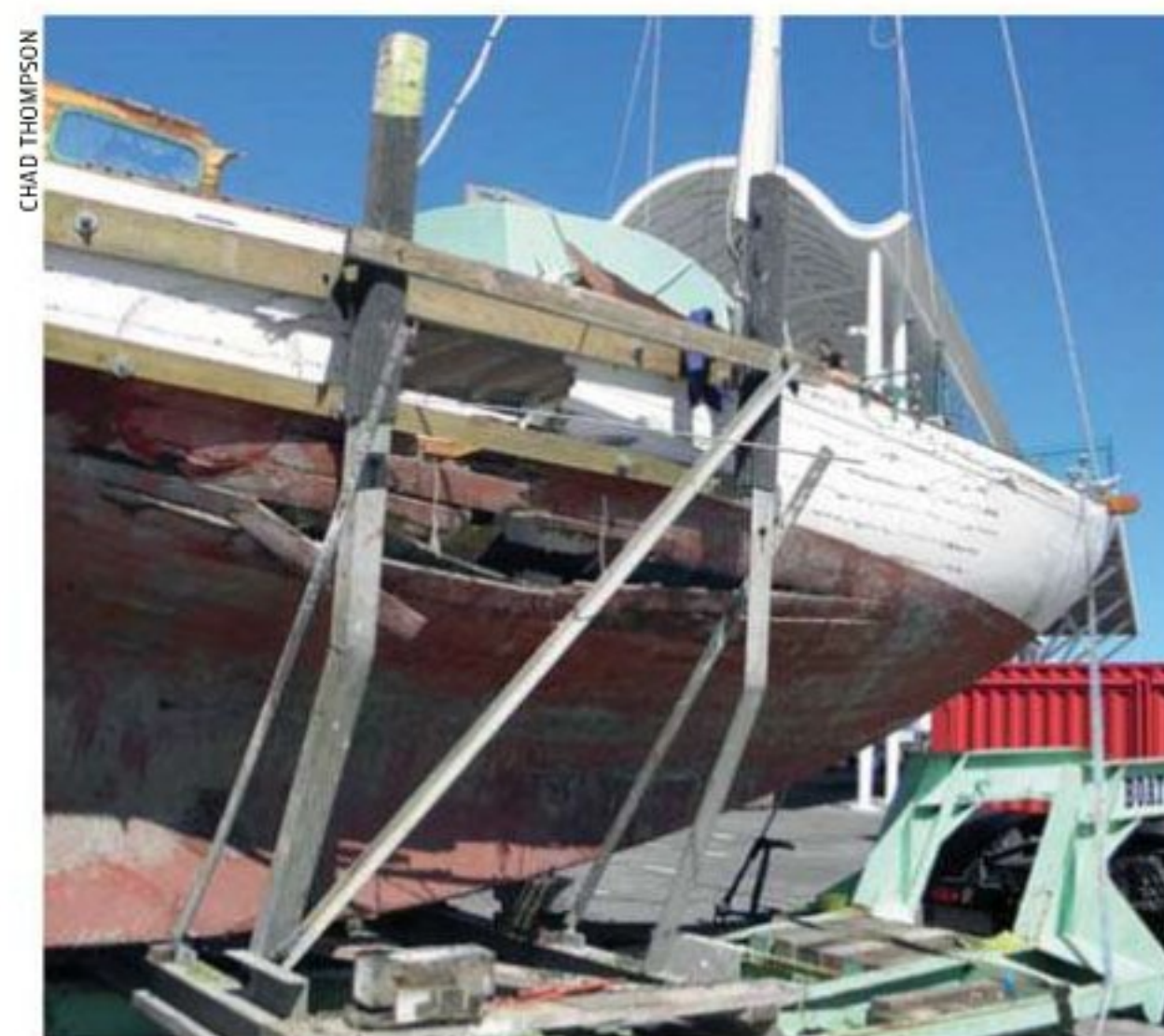
The last yacht Arch Logan designed, the 34ft (10.4m) *Gypsy*, built by Bill Couldrey in 1939, has been virtually destroyed in a near-fatal accident in Auckland Harbour during the regatta sailed every year to commemorate the founding of the city of Auckland.

Shortly after the start of her race she was rammed on her starboard side by the 22-tonne yacht *Antaeus* under power. John Pryor, *Gypsy's* owner, dived overboard a moment before impact while his partner Jill Hetherington was trapped on the helm and severely injured during the impact.

Gypsy sank within seconds, having had her starboard side crushed and then cut open to below

the waterline. She has now been salvaged and while the insurance companies are sorting out the claim she is in the care of the New Zealand Traditional Boatbuilding School. Robert Brooke, the retired director, is adamant that *Gypsy* is to be rebuilt given her place in the history of New Zealand boatbuilding heritage.

At the time of writing Jill Hetherington was still in hospital, but in a stable condition and recovering. *Gypsy's* future is in the hands of the insurers, the goodwill of the skipper of the give-way vessel, Charles St Clair Brown, and the New Zealand Traditional Boatbuilding School. *Chad Thompson*



CHAD THOMPSON



HÅKAN MITTS

FINLAND

Classics strong at Helsinki Boat Show

This year the Helsinki International Boat Show grew to become the biggest boat show in northern Europe, writes *Håkan Mitts*. The show also featured a good selection of the almost 60 traditional boatbuilders in Finland. The 6-M and 5.5-M cups held in Helsinki in 2011 had a strong impact on classics in Finland. The pearl of the show was the beautifully-maintained 5.5-M yacht

CaRo V, built in 1962 by Vator Boatyard. For the motorboat enthusiast, the main draw was probably the steamboat *Kirvesniemi* (left), built in 1881, one of more than 60 steam-powered vessels still operational in Finland. This, at 27ft (8.3m) and powered by an 8hp engine that fills half the boat, is one of the smallest. Next year's show will run from 8 to 17 February.

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CASTINE

Fife symposium

As previously reported in CB, there is a fleet of Fife yachts currently on America's eastern seaboard. This happy coincidence will be celebrated on 1 August with a Fife Symposium in Castine, the first Fife 'event' to be held in the USA. The boats will be on show to the public at the Town Dock, followed by a symposium at 4pm at the Maine Maritime Academy. The next day, *Adventuress*, *Sumurun*, *Belle Aventure*, *Alana* and *Fifi* will form their own class for the Castine to Camden Classic Yacht Race. To learn more or enter, email dbicks@dl.com.

EASTERN SEABOARD

Record turnouts for wood and GRP

CHESAPEAKE BAY

ELF CLASSIC YACHT RACE

Now in its second year, the Elf Classic Yacht Race is expecting a record turnout on 20 May, reports *Chris Museler*. *Elf*, the 1888 racing yacht restored by Maryland's Classic Yacht Restoration Guild, is the flagship of the vintage racing scene in Chesapeake Bay.

In the tradition of the Half Pint o' Rum Race in San Diego, this year's point-to-point race will involve a Le Mans start: skippers start on the beach and row to their boats to raise anchor and begin. After starting from Annapolis and crossing the bay to the Chesapeake Bay Maritime Museum in St Michaels, boats' finishes are scored when the skipper rows in and signs the log book.



The race, which had 15 entrants in 2011, is billed as an "informal, no-ratings race", with proceeds go to the museum. There is a limit of 30 entrants and though a variety of boats are allowed in the race – even more contemporary designs such as Bill Tripp's ubiquitous Bermuda 40 – wooden boats with unique histories will be given priority if the event is over-subscribed.

Above: the second Elf Classic Yacht race is planned for 20 May 2012

TAMPA BAY

GOOD OLD BOAT REGATTA

GRP yachts from the 1950s, 60s, and even some from the 70s, have a great appeal and interest in racing these 'new' classics has been growing in the States, writes *Chris Museler*. This January's Tampa Bay Good Old Boat Regatta set the attendance record with 46 entrants.

A picture-perfect 15 knots of wind with sunshine and 21°C greeted the sailors. "The camaraderie was awesome," said organiser Jackie Meyer. "We found boats for all who wanted to crew." Though more and more classic yachting events have Good Old Boat divisions, California's Classic Plastic regatta and the Tampa and Annapolis Good Old Boat regattas are the only events solely for vintage glassfibre sailboats.

MICHIGAN

Great Lakes Tall Ship saved

The 114ft schooner *Manitou* has been saved at the last hour by a permanent berth in Grand Traverse Bay, Lake Michigan. Last year, the schooner, after spending her 25-year life taking tourists and schoolchildren out lake sailing, was facing the end after being served an eviction notice by her then landlords. Her new berth is on Traverse City Light and Power's coal dock. *Manitou* is a replica of an 1800s coasting cargo schooner.



MAINE

Classic 'superyard' grows

Front Street Shipyard, Maine's 'superyard' opened last year, welcomes Carbon Ocean Yachts from its former home in Rhode Island. The company joins existing residents at the yard in Belfast – Brooklin Boatyard, Rockport Marine and Kenway Corporation. Carbon founder Britt Colombo said: "Front Street was our first choice because it is already making its mark as the premier yard for big boats on the east coast."

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Photography Competition 2012

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Competition Categories

A. Historic Vessels on the National Register or National Archive of Historic Vessels (NRHV & NAHV)

ENTRIES BY VESSEL OWNERS OR MEMBERS OF ASSOCIATED ORGANISATIONS ONLY

This category is specifically aimed at owners of vessels on the NRHV & NAHV and is for photos that feature a registered historic vessel, either on static display or in operational use.

Category Prize: a framed photograph of your vessel (or, if unavailable, a Beken image of your choice), awarded by Beken of Cowes Ltd.

B. Traditional Maritime Skills in Action - OPEN TO ALL

This category is aimed at highlighting the use of traditional maritime skills and techniques in the UK (e.g. hands-on maintenance of your vessel, rigging, sailing or boatbuilding in the workplace/classroom).

Category Prize: £250 to be spent on maritime training, equipment, tools, or educational material, awarded by International Boatbuilding Training College - IBTC Ltd.

C. Classic Boat Favourite: The Maritime Enthusiast - OPEN TO ALL

This is a special category, judged by Classic Boat, for the best maritime photograph taken by an enthusiast.

Category Prize: two-year subscription to Classic Boat plus your photograph published as a feature image in the magazine.

OVERALL WINNER: National Historic Ships' Photographer 2012

One entrant will be chosen as overall winner from categories A-C and the winning photograph will be included in National Historic Ships UK's promotional material. **Overall Prize:** a monetary prize of £1,000 to be awarded on a theme or activity involving an historic vessel on the National Register of Historic Vessels. Highly Commended Prizes: illustrated book *The Sea*, sponsored by Adlard Coles.

Young Photographer Categories

D.1 Your Local Historic Vessel or Seascape

ENTRIES BY PRIMARY SCHOOL CHILDREN ONLY

This category is for photos with a maritime theme which demonstrate interest and understanding of historic vessels in the local area.

Category Prize: digital camera for your school, sponsored by Olympus.

D.2 Your Local Historic Vessel or Seascape

ENTRIES BY SECONDARY SCHOOL CHILDREN ONLY

This category is for photos with a maritime theme which demonstrate interest and understanding of historic vessels in the local area.

Category Prize: digital camera for your school, sponsored by Olympus.

OVERALL WINNER: National Historic Ships UK's Young Photographer 2012

One entrant will be chosen as the overall winner from categories D.1 & D.2.

Overall Prize: a class visit to an historic vessel near you.

Highly Commended Prizes: *Go Green* - a young person's guide to the planet, sponsored by Claudia Myatt.





Last year's Classic Boat winner:
Glasgow Tall Ship *Glenlee* is towed
down the Clyde to dry dock at
Greenock, by Tom Finnie.

Competition Rules & Guidelines

How to enter: The competition opens on Monday 02 April 2012 and all entries must be received by **the closing deadline of midnight on Friday 31 August 2012**. To enter a photograph in any of the competition categories, you will need to complete an online entry form and upload your images to the National Historic Ships UK competition web page, available at: www.nationalhistoricships.org.uk. Entrants can submit up to two images per category. For full rules, guidelines and entry forms, including details on short-listing, judging and prizes, please visit www.nationalhistoricships.org.uk before submitting an image to this competition.

The judges



Capt David Newberry
NHS

Geoff Holt MBE
Disabled Yachtsman

Peter Mumford
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Phillip Hoare
Broadcaster

Dan Houston
Editor, Classic Boat

Jock Wishart
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MECUM AUCTION USA

Gar Wood dragster stalls at \$700,000

BY DAVE SELBY

At \$700,000 and counting, the bidding goes on for Gar Wood's *Miss America VIII*, the monstrous water-borne racing dragster that powered to a controversial victory in the 1931 Harmsworth Trophy.

The 30ft-long *Miss America VIII* won the international race series with a sensational average speed of 85.86mph. Renowned engineer and race-boat builder Garfield Wood had already won the trophy in the same boat in 1929, but this time it was his brother George at the wheel, and he



beat Gar aboard his new *Miss America IX* in a race series marred by disqualifications, acrimony and the high-speed flip of Kaye Don's *Miss England II*.

The mahogany-planked *Miss America VIII* crossed the block at a Mecum auction in Kissimmee, Florida, in restored condition with about 75 per cent original timber, and – after a separation of 70 years – now reunited with her two prodigious V16 engines, custom-built by legendary

Above: Million-dollar baby? *Miss America VIII* restored and (left) racing in 1929

race-car engine builder Harry Miller. However, at the end of the mega six-day auction, which featured 2,000 classic cars and a small selection of classic boats, *Miss America VIII* remained unsold. With bidding stalled at \$700,000 (£448,000) Mecum is inviting interest above that level – \$1 million is the figure that's thought to be sought.



BONHAMS PARIS

Amphicar market buoyant

Amphicars, which not long ago were treading water in classic car markets, are now riding the crest of a wave.

This German-built amphibian, designed by Hans Trippel, creator of the military Schwimmwagen, never achieved the hoped-for uptake, selling fewer than 3,000 between 1961 and 67, rather than the 20,000 a year hoped for. With its 1147cc Triumph Herald engine driving twin props, it is

capable of around six knots in the water, helmed rather imprecisely by turning the front wheels. On land, some critics say, it was all at sea.

This smartly restored 1964 example made €46,000 (£38,200) when it came up in Paris at a Bonhams classic car auction where a 1961 Aston Martin DB4GT, which doesn't even float or have propellers, sold for €1,012,000 (£840,000).



BONHAMS UPCOMING AUCTION... Farewell letter written by Captain Scott

A poignant farewell letter written by Polar explorer Captain Scott exactly 100 years ago is expected to make £100,000-150,000 in a Scott and Amundsen Centenary Polar auction.

Scott wrote to expedition sponsor Sir Edgar Speyer on March 16 1912: "We very nearly came through and it's a pity to have missed it but lately I have felt that we have overshot our mark."

The letter was discovered in Scott's diary, which recorded his last entry on March 29, 1912. The Bonhams auction takes place in Knightsbridge, London, on March 30.



The Amphicar, as good on land as it was in the water – but only 3,000 were sold

Martyn Mackrill

It is clear that Martyn Mackrill not only understands classic boats but seems to be painting from the very deck of the yacht on the canvas. As he often is. A keen sailor and classic boat owner himself, his work invites you on board to share the spray and the biting wind.

Using artistic licence, his sailors are stripped of their garish modern clothes and redressed in the uniforms of the men who sailed these boats at the turn of the century – evoking a timelessness befitting to their craft.

His work is almost split in two, depicting the placidity of sailing through the calmness of watercolours, and conveying the drama of bright but heavy seas using oils. The painting shown: “One Reef Down – A Solent One Design on a Breezy Day in the Solent” is £32,500, 40x50in and an investment to enjoy forever.

More work can be seen and bought at www.messums.com



Leather pouches

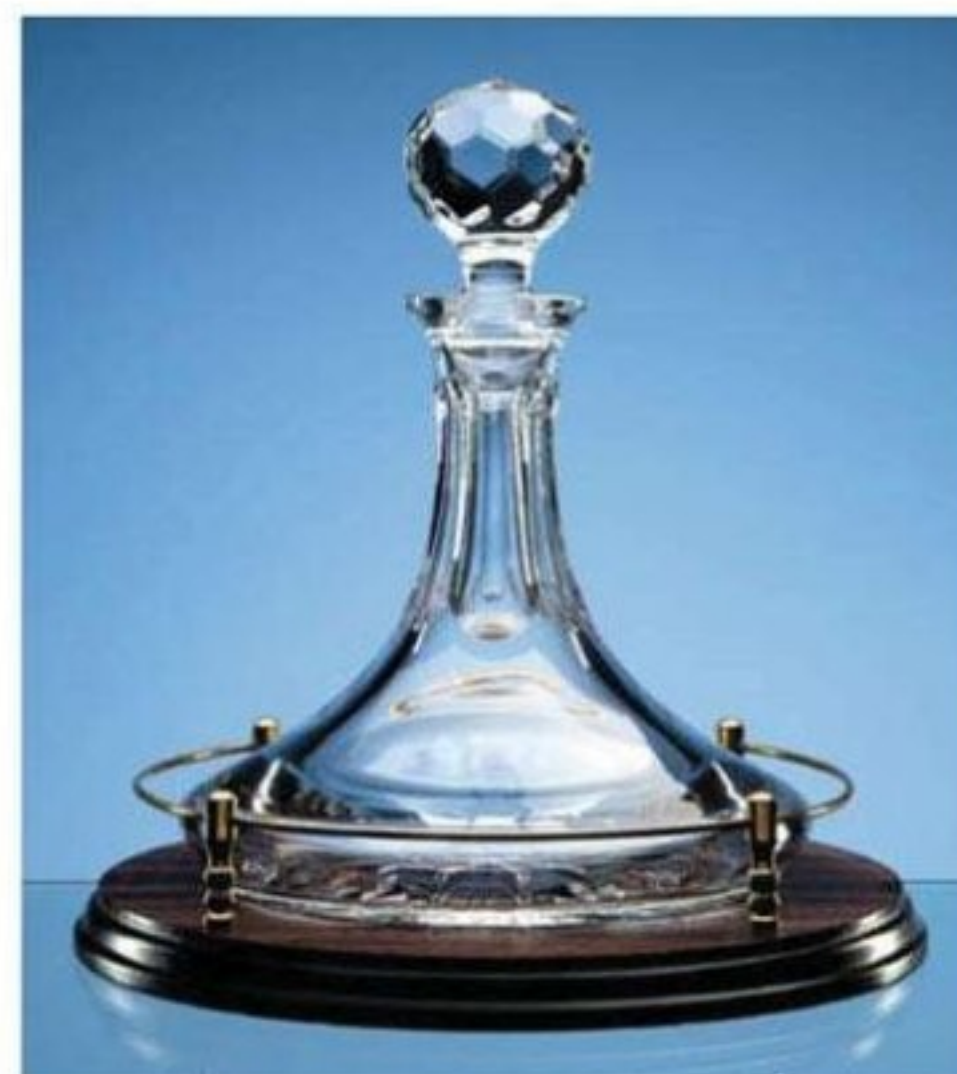
Stowing winch handles and other bits and pieces neatly but ready to hand in the cockpit is always a problem, to which the solution is often a grubby pouch made out of yellow nylon fabric. Not very classic. These leather items on the other hand carry the right air of distinction and will sit well against a varnished bulkhead or coaming. They are hand-made in Finland by Lars Lindh, using carefully selected leather developed for outdoor use, and tested over five years. The initial models are as shown here. The winch handle case takes two standard handles and measures 15x33cm. It costs €215.00 The larger case, 30x40cm, is €348.00. Both have drain holes to cope with rain or spray.

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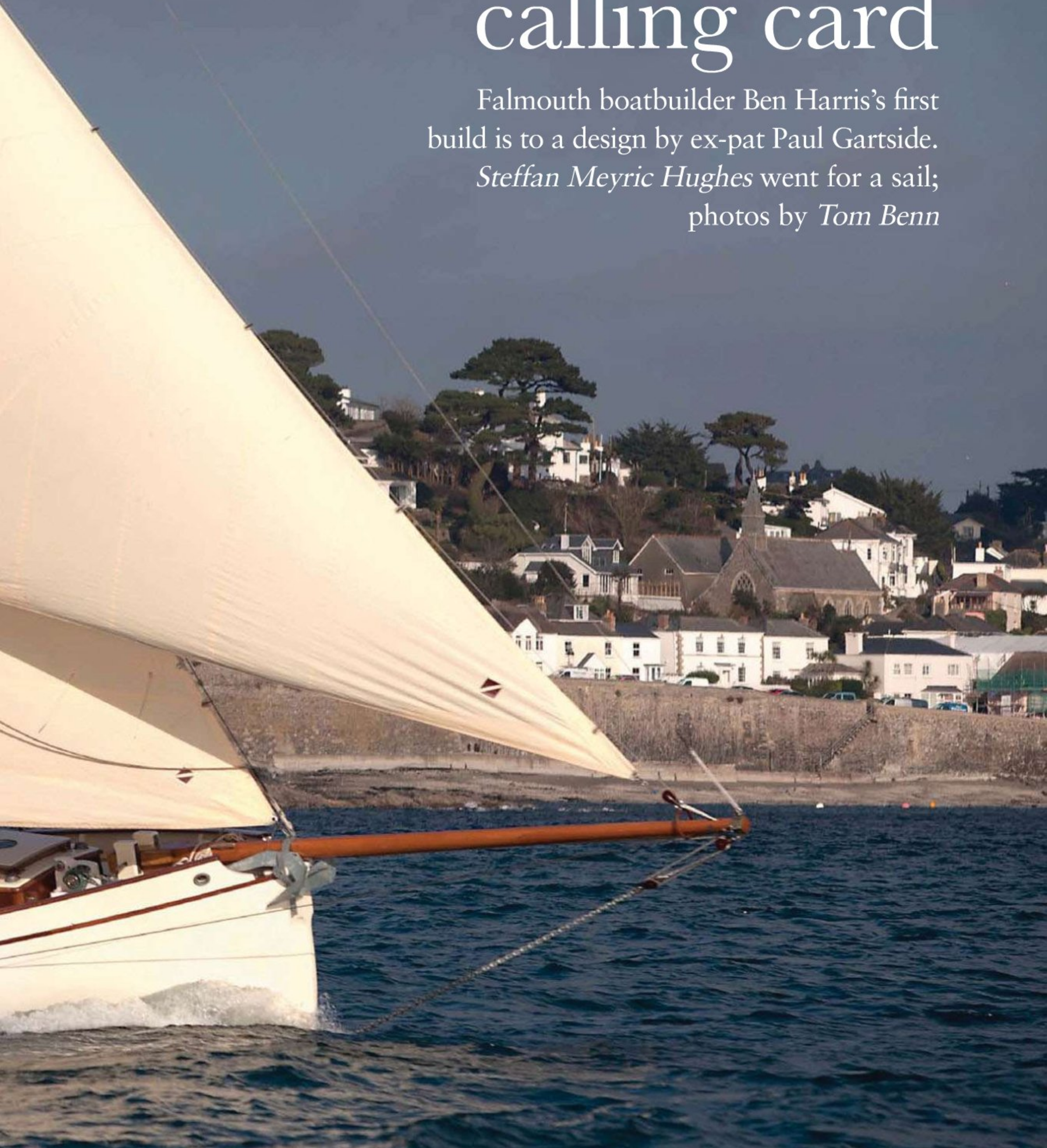
19 → 22 JUILLET GOUERE



Cornish-Canadian calling card

Falmouth boatbuilder Ben Harris's first build is to a design by ex-pat Paul Gartside.

Steffan Meyric Hughes went for a sail;
photos by *Tom Benn*





Previous page: Raised bulwarks conceal a higher cabin trunk elegantly, giving (above) a very traditional cabin layout but with standing headroom – and an extra hatch

By dint of life's hierarchy, just as the editor came back from a flying-fish transat aboard the Fife ketch *Eilean* (see [page 8](#)), your humble news editor was on his way from London to Falmouth on Brunel's historic Great Western Railway for some winter sailing. A day or two in England's best county is always a plus though, whatever the weather, and I was soon quayside with boatbuilder Ben Harris at Falmouth Marina looking at his newly-built yacht that has more than a little of the Falmouth Quay Punt about her.

Alva, for that is her name, is an unusual beast, initially inspired by a famous Quay Punt, *Curlew*, now in the maritime museum but crystallised through the designs of a Cornish emigrant to Canada, Paul Gartside, who brought his westcountry heritage, and that of Falmouth in particular, to the lines of his boats.

Falmouth of course is still home to Europe's last working sail fleet, in the form of the Falmouth Working Boats, gaffers that dredge for oysters during the winter months. One of them was out there on Carrick Roads that day, drifting down the beds, its single fisherman busy with his cold-handed work.

Ben's boat, his first build, brings together all of these influences, together with his personal heritage, which is very much bound up with his adopted home. First impressions quayside, apart from the Force 5/6 howling

through rigging and making conversation difficult, are of a 30ft (9.1m) boat, pleasingly simple, particularly in the rig, which is easily understood at a glance: a 4:1 mainsheet, tiller steering and two winches each side of the cockpit to do duty for jib, staysail and running backstays – “no fancy Highfields here,” Ben points out. The deck is uncluttered, the few low mushroom vents clearly incapable of stubbing a toe on a barefoot visit topsides in the dead of night.

RAISED BULWARK

There is no fence on *Alva*. Instead, the low bulwark, raised an inch or two from the design-stipulated toerail, gives the deck a good working lip without the false security and inconvenience, not to mention long-term leak potential, of guardwires on stanchions. Another advantage of a bulwark are the kevels – the long wooden cleats set into its inner face, taking care of springs and breast lines without taking up deck space.

Set into the aft end of the cabin trunk is a standard sliding companionway hatch with removable washboards below. More unusually, a second lifting hatch sits further forward on the coachroof, just abaft the mast. This gives ventilation at anchor and a bit more headroom, although headroom is not lacking here: it's 6ft (1.8m) by design. It's just that Ben is a little bit taller than designed and *Alva*, while she's his boatbuilder's calling card, was also built as the Harris family yacht. Three circular portholes each side of the

“First impressions are of a pleasingly simple 30ft boat”



TOM BENN

coachroof complete the ‘windows’ and make for a bright interior below. Forward of the mast is the usual forepeak hatch, raised a few inches to avoid the snakes’ nest of sheets, warps and bagged sails that inevitably congregate in this area. It’s a nice touch.

The mast itself is of hollow Sitka spruce, keel stepped and triple-stayed on each side. I wonder out loud if the backstays are really necessary and Ben replies that he has not yet found out – little knowing that we’d discover for ourselves soon enough!

Around the bottom of the mast is a pinrail made up of three sides of a square, for belaying the halyard falls from the mast. The halyards are on purchases, again negating the need for winches and keeping things clean and simple. On the foredeck itself is a Simpson Lawrence Sea Tiger winch in its handsome white livery, the two headsail stays (the jib is wire-luffed and is hauled up on its own stay when it’s used) and a dumb hawse hole for the anchor chain; simpler than a roller.

The bowsprit retracts on a roller-and-track arrangement – handy, as 8ft (2.4m) bowsprits are heavy and often end up being brought inboard just once a year for the benefit of the marina manager, negating the other great virtue of a retractable bowsprit – easier manoeuvring at close quarters.

It transpired that Ben and I were the only ones on *Alva* on this gusty day, so instead of scribbling away in a notebook, sat in my favourite position directly in front of

Above: *Alva* shows her broad workboat transom as she runs to her spiritual home of Falmouth in much fairer weather than we had! **Right:** Builder Ben Harris. **Below right:** Close-hauled off Pendennis Point



“Then there are the runners which we inevitably forget to harden on one tack. The mast didn’t bat an eyelid”



Top left:
Forward-facing
chart table at the
skipper's feet in
his quarter berth

Top right:
Retractable
bowsprit and
raised forward
hatch. **Above left:**
The sheets are
easily to hand
Above right:
Bucket and chuck
it - now there's a
novel idea

the echo sounder display, I helmed us off the pontoon, backing *Alva* onto her spring to combat the wind blowing us on, Ben pushing the bows out then leaping on at the last moment – easy with no fence. Ben has packed the engine, a 27hp Yanmar, well, and it hummed quietly as we threaded our way through the packed field of moorings into Carrick Roads.

Head to wind, Ben pulled on throat and peak halyards at once and the cream-coloured mainsail, with one reef in, climbed the mast. The staysail whistled up on its bronze hanks and in a few moments the engine was off and we were flying dead across the wind at 7.3 knots on the GPS and with no tide under us: it was all boatspeed.

POWERFUL GAFF RIG

We put a few tacks in and I rapidly discovered that while *Alva's* rig is simple, I'd forgotten just how powerful gaff rig is, having turned soft on bermudan over the last couple of years. With the jib still in its bag below decks, the tugging of weather helm was somewhere between reassuring and challenging – though it never became what you might call a 'two-handed' tiller. The mainsheet, on its 4:1 purchase, though, was definitely a two-handed job in this sort of wind.

Then of course, there are the runners, which we inevitably forget to harden on one tack. The mast didn't bat an eyelid, answering my earlier question. And that's

handy to know on a cruising yacht that will not always be fully manned by a wide-awake race crew, but by just one tired person desperate for a four-hour off-watch.

Soon we are heading about as dead downwind as I dare without a preventer on; the main has already shown me a hint of its wicked design when it backed for a moment and gave a hollow, billowing leer. We think about a gybe but the shallows are approaching more quickly than the mainsheet is nearing the centreline of the boat.

We lose courage at the last minute and wear around to the next downwind tack through the wind's eye. Next time we nail the gybe and run down Carrick Roads. It says something for the boat's handiness that she can be managed by a crew of two in tricky conditions, one with no experience of her. With a couple of self-tailers for the main, this would make a perfectly viable two-handed cruising yacht; in lighter airs, Ben has sailed *Alva* alone.

Back on our pontoon, we had a look around below decks. *Alva* is more traditional here than most most new classics. The port quarter is home to a large single (or cosy double) quarter berth while the starboard quarter provides deep cockpit lockers. The quarter berth ends in a forward-facing chart table: this is one bed the skipper will love.

Immediately to the starboard is a traditional galley, with a Taylors gas stove and bowl sink with a bronze gusher found at a boat jumble. A settee berth on each side of a saloon table make up the saloon, and while dockside,

Paul Gartside and his West Country boats

Paul Gartside, resident of Nova Scotia, Canada, has not actually worked out if he's Canadian or British – and by the sounds of it he doesn't really care either way. "I think I might have dual nationality," he says. "I've got an out-of-date British passport somewhere I think..."

Paul was raised in his father's boatshed in the Cornish village of Malpas, on the outskirts of Truro, upriver from the harbour of Falmouth on Bar Creek. "Can you imagine how much fun it was to be brought up in a boatyard?" he asks. He soon joined forces with his father, running the full-service yard, where they built wooden, and later GRP, yachts and a few working boats. A spell at the Scottish McGruer yard followed, but in 1983, in the aftermath of a deep recession and with VAT on new boats at 25 per cent, Paul emigrated to Canada at the age of 30.

"I'd always written off Canada as a frozen wasteland until I went there – BC is like Canada's California!" Three years ago, Paul moved from British Columbia to Nova Scotia, where he now runs his design and build yard from the town of Shelburne. One look at the list of stock plans on his website suggests that you might take a man from England's West Country but you can't necessarily take the West Country from the man: among other things, Paul has become the man in Canada to provide boats inspired by that rugged stretch of English coast.

"You get steered by your customers in that sense," Paul says. "Someone wants a particular boat, then someone else sees it, and they want one too." Paul describes himself as a boatbuilder first, although his designs are popular in Britain, partly as a result of the efforts of *Watercraft* magazine, as well as in a number of other countries, including Croatia and Finland, where other 'Alvas' are taking shape. "More of my boats are in build

than afloat though," adds Paul with a chuckle. "For many people, and I'm one of them, the real journey is not just to sail a boat – but to build one and sail it."

Paul's philosophy on amateur boatbuilding is to keep 30ft (9m) as the upper size limit if you're building alone, "at least if you want to keep your marriage together". It's a size of boat that enables its owner to go anywhere and that offers "an intensity of building experience rarely felt with larger boats, where simple relief at getting through is the lingering emotion."

Paul encourages home builders to stick to traditional build methods of carvel and clinker, to source wood locally and to

eschew the use of glues. "Toxic glues mean latex gloves, frequently a respirator and, inevitably, a reluctance to involve your children. I'd go traditional every time."

On design 109 (*Alva*), he offers the following: "It's a very simple, very buildable, beautiful little cruising yacht

that could take you anywhere and at the end of it all you have a recognisable type that you might be able to sell."

Alva is not specifically a Quay Punt yacht; she takes after a number of West Country workboats with her straight stem and long keel. She is characterised by solid build (*Alva*, with closely-spaced frames, weighs 8 tonnes), reasonable beam and a deep draught that gives 6ft (1.8m) of sole-to-deckbeam headroom without the need for an ugly, boxy cabin trunk. This draught also, of course, gives good directional stability, a strong righting moment and good windward ability. *Alva* has an easier turn to the bilge than *Curlew*, a true Falmouth Quay Punt, and a slightly smaller rig although, as we discovered, she's quick enough to keep up with any gaff-rigged yacht out there.

Paul Gartside, Tel: +1 902 875 2112, gartsideboats.com

ALVA

LOA
30ft (9.1m)

LWL
28ft 8in (8.7m)

BEAM
9ft 9in (3m)

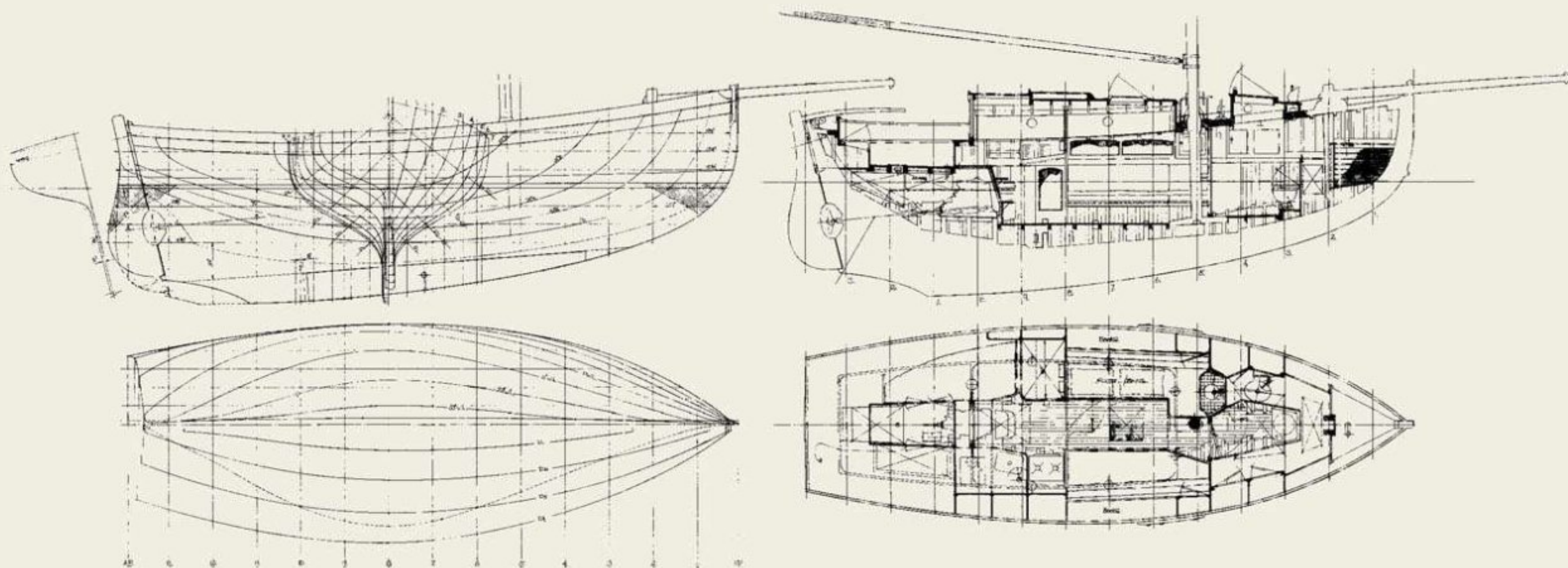
DRAUGHT
5ft 9in (1.8m)

SAIL AREA
663sqft
(120m²)
plus topsail
92sqft (8.5m²)

DESIGN DISPLACEMENT
18,000lbs
(8.2 tonnes)

COST
Around £170,000
for a similar boat

"The real journey
is to build a boat
and sail it"



“Plan A was to build a replica, but sense soon prevailed:
Curlew does not offer much accommodation below”



BEN HARRIS

BEN HARRIS

BEN HARRIS

BEN HARRIS

Top left: *Alva* takes shape in the shed. **Top right:** Close-spaced, laminated frames **Bottom left:** Antique tap and copper kettle - boat jumble finds **Bottom right:** Bowsprit is on a roller-and-track arrangement

the two berths are united by an infill to create a large double. In the forepeak is a children's V-berth with a bucket-and-chuck-it toilet nestled between. This simpler kind of heads makes a lot of sense, saving space that a separate compartment would take up. It also avoids another through-hull fitting, more cost and, worst of all, the certainty that one day you will have to unblock it.

The overall effect below is one of bright, subtle elegance provided by the cabinetry in pitch pine throughout. On a day like this, though, even *Alva's* cabin could not hold a candle to the Chain Locker pub, to which we repaired for pints of Doom Bar bitter.

INSPIRATION

Ben has been working in wood since the age of 15, in milling, cabinetry, woodland management and, briefly, under Luke Powell of Working Sail, known for his Scillonian pilot cutters; but *Alva* is the first yacht he has built. He enrolled at Falmouth College's boatbuilding course to learn lofting, the only aspect of building a boat this size that intimidated him. The inspiration for *Alva* came from *Curlew* at around that time. *Curlew* is a 1905-built Falmouth Quay Punt of 28ft (8.5m) found in 1968 and restored over many years by Tim and Pauline Carr who cruised, raced and lived aboard her for 32 years. Like all Quay Punts in their pre-war heyday, she was used for ship-to-shore service, as well as fishing and

any other work she could find. She is flush-decked with a tight turn of the bilge and flies 975sqft (91m²) of canvas, including a 185sqft (17.2m²) jackyard topsail. She once sailed across the Indian Ocean averaging 6.8 knots for 15 days straight. She cruised to both poles and won many races along the way, including Antigua Classics. Tim and Pauline Carr were awarded the Blue Water Medal from the Cruising Club of America.

Clearly there was brilliant DNA in the Falmouth Quay Punt type, so Ben was keen to investigate: "I'd set up shop in Cornwall [Ben's yard is in an old cowshed near Restronguet Creek] so I wanted to build a West Country boat, and then the opportunity to take *Curlew's* lines arose." Plan A was to build a replica yacht, but sense soon prevailed: *Curlew* does not offer much accommodation below. That, the big rig and the fact that most sailors are, unlike Tim and Pauline, mere mortals, drove Ben to think in terms of a softening of the formula, and design no109 from Paul Gartside proved to be the answer.

She's not a true Falmouth Quay Punt: the peak of the gaff is too high, she has a softer turn of the bilge, and she lacks the offset leg-o'-mutton mizzen yawl rig – but she's a good representation of a West Country 'work yacht' that will go anywhere at a good pace with decent accommodation.

Ben Harris, Tel: +44 (0)7570 780864, harriswoodenboats.co.uk



21' Bella class sloop; #7 launched 2011

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HOLYHEAD FESTIVAL OF TRADITIONAL SAIL

PIRATES AND PAGEANTRY

... or the fightin' and the fundin' that goes into making a traditional boat festival a hit, by *Claudia Myatt*

I blame Johnny Depp," said the skipper of the smart Sigma 38 in Holyhead marina. He stood on the foredeck with his family, watching as brigantine *Zebu* was attacked by schooner *Vilma* and a horde of cutlass-waving pirates spilled over onto the pontoon, engaged in mortal combat. The theme music of *Pirates of the Caribbean* formed the continuous background to commentary from a loudspeaker.

There was more than pirate pageantry to please the crowds who turned out for Holyhead's Festival of Traditional Sail last August Bank Holiday weekend. On the water a parade of sail, led by the lifeboat, circled the harbour within cannon range of the promenade. RAF Valley's Sea King helicopter graced the occasion two days running with a flypast – and later confirmed that, yes, it was Prince William we were all waving at.

On shore, the old Trinity Marine building housed nautical craftsmen including many familiar to CB readers – coracles by Peter Faulkner, ropemaking with Des and Liz Pawson, rigging demonstrations by Nigel Gray, kipper smoking by Mike Smylie and more.

Holyhead Festival began in 2007 as a modest event run by the North Wales branch of the Old Gaffers Association. Since that first gathering of 22 boats, the event has quietly grown into one of the most popular and enjoyable festivals in the traditional boat calendar. So what's the secret of its success?

Holyhead is not the name on everyone's lips as the automatic choice for a fabulous weekend afloat. It suffers from a ferry port's inferiority complex; a place that everyone goes through on the way to somewhere else. As a result, it desperately wants to be liked – and there is plenty to like. Holyhead is proud of its harbour and loves to see it full of sail. It has a spacious marina, sheltered water for the small boats to race, wide open spaces for the big boat races and deep water close to shore for the Parade of Sail. Holyhead Sailing Club

Above right: Some of the ships – small, medium and tall – that make the festival such a popular spectacle

JOHN CAVE



RICHARD BURNELL



opens its doors to all visiting crews and provides a hospitable base for organisers and crew. The trailer-sailors of the OGA will travel long distances to festivals, and the good road links to Anglesey attract boats from all over the UK. Boats come by sea from Ireland, the Isle of Man, Wales, Liverpool and the north-west, and if the weather is too bad to sail home after the event, the ferry is conveniently to hand to get crews home.

REGENERATION

Anglesey's identity is closely bound up with the the sea. Cuts to the Coastguard service are an issue close to the community's heart. Anything that helps to make Anglesey's voice heard is welcomed – and an event that shows off Holyhead's fine harbour to advantage is embraced with enthusiasm. As far as the town council is concerned, the Festival of Sail is not seen as a load of old



VIV HEAD



RICHARD BURNELL



CLAUDIA MYATT

boats getting in the way; rather, it's a part of Holyhead's 10-year regeneration plan – for which the town attracts European funding.

As a result of all this, there is a huge amount of local goodwill towards the festival. The town council gets behind it with support and a civic reception for the crews. Marina management and staff welcome the fleet with free berthing for the festival and unfailing helpfulness, and the sailing club provides hospitality. Sea Cadets provide ribs and safety boat cover for the racing, the maritime museum is in attendance with photographers, and the local RNLI not only leads the Parade of Sail but shows visitors round the lifeboat and offers lifejacket checks on the quayside.

The driving force behind the event is Sue and Pete Farrer, who head up the North Wales area of the OGA. Sue is a force of nature – one of those people who asks

for what she wants and usually gets it, through a combination of likeability and determination. OGA area president Scott Metcalfe ensures that his schooner *Vilma* is on show and available, under sail or on the pontoon.

Scott displays a remarkably laid-back attitude to having his beautiful boat invaded by visitors, civic guests and even the cannon-firing Anglesey Hussars. The Hussars are a local Napoleonic re-enactment group who are delighted to have an opportunity to dress in full uniform and engage in sea battles on real historic vessels. The 'Battle of Holyhead' is now a regular feature of the Parade of Sail. Smaller boats join in with enthusiasm, water pistols and, this year, an inflatable mermaid.

Children watching from the shore grapple to make sense of the scene playing out in front of them. "Is that the real pirates of the Caribbean boat? And did pirates really have water pistols in the old days?"

Above, left to right: Every pirate crew needs a parrot; Zebu at night; pirate and child aboard Zebu; shipwright and OGA area president Scott Metcalfe at the helm of Vilma, his converted fishing boat now rigged as a topsail schooner

“You have to let the public onto the pontoons so they can get up close and see the boats properly”



JOHN CAVE

VIV HEAD

RICHARD BURNELL

Above, from left: Small boats racing in fresh winds; historical re-enactment is not all about blokes and beards; *Shearwater*, a pretty 21-footer owned by Colin Snowdon

Sue and Pete try to include the local community in as many ways as they can. Pupils from a local school, Ysgol Y Parc, came up with an imaginative range of poster designs for the event – many of them demonstrating a nifty bit of researching ‘gaffers’ on Google. The winners were treated to a piratical prizegiving ceremony on board *Zebu*, with an authentic looking ‘Blackbeard’ giving the awards for the best posters.

Given a sympathetic venue and a team of volunteers, a gathering of traditional sail can be run at very little cost. But to grow into a festival attracting shoreside visitors, cash is needed. Attracting tall ships, even ‘small’ tall ships like *Zebu* and *Pickle*, costs money, but they form a colourful anchor to a festival – and the public adore them.

ATTRactions

Live music and shoreside attractions also cost – but roving jazz band ‘Steamhead’, along with well-chosen maritime craftsmen, maintained the integrity of the theme and kept both public and crew entertained.

So where has the funding come from? Early on in the festival’s five-year history, the Farrers approached Holyhead Town Council and the ferry operator Stena Line and asked for sponsorship, which they now receive every year. However, the major funding has come from the European Regional Development Fund, through its Ireland Wales programme, which ‘aims to promote maritime identity, history and opportunity across and between Ireland and Wales’. It is administered by Rising Tide, based in Milford Haven and tasked with ‘the regeneration of coastal communities [and] building of a strong body for maritime heritage in Wales and Ireland’.

Rising Tide’s Richard James explains why Holyhead Festival was chosen for funding: “We cover six counties in Wales, with funding to support an event in each one. I had to consider carefully which event in each county would celebrate Welsh maritime heritage and tradition in the best way. It also had to have the best chance of sustainability and the potential of a positive effect on the

local economy. When I came across Sue and Pete Farrer I knew immediately that with their enthusiasm and drive this festival had the potential to become a major part of the traditional boating scene in Wales. It’s a must for traditional boat enthusiasts everywhere!”

It is unlikely that the boat crews – or the public for that matter – know that they’re promoting the economy and enhancing the maritime identity of Wales. They’re just here to have a great time. Of course, it’s impossible to please everyone, and there are a few dissenters. The skipper of the *Sigma* receiving the full force of *Zebu*’s loudspeakers for hours on end was fairly relaxed about the invasion. (“Well, it’s only one weekend a year and the kids are enjoying it.”) Others, it’s true, were unimpressed by the noise from cannon fire and the invasion of the marina’s pontoons by landlubbers with their camcorders and baby buggies.

But Holyhead Marina director Geoff Garrod is robust in his support of the event. “It’s only one weekend a year and it’s great for the town. You have to let the public onto the pontoons, so they can get up close and see the boats properly.” An enlightened attitude indeed.

THE BOATS

Finally, there are the boats, the forest of masts, flags and banners which form the heart of any maritime festival. Traditional boat owners, as varied and individual as their boats, enjoy sailing with others, socialising with other crews, and showing off their boats. An enthusiastic crowd of spectators on shore is icing on their cake.

Forty boats attended last year’s festival, from all parts of the UK. Prize for the furthest-travelled went to Clovelly Picarooner *Selkie*, based at Keyhaven on the Solent. “It’s worth the journey for the atmosphere and camaraderie,” said her owners Oliver and Susan Nares.

Holyhead’s a great example (not the only one...) of what boatowners and a coastal community can do together.

31 August – 3 September, holyhead.northwalesoga.org

Panerai British Classic Week

*British Classic Yacht Club
Cowes - 7th to 14th July 2012*

Entries open April

Photography Lloyd Images

- *Super Zero Class 75ft and over*
- *IRC Classic Yachts 25ft and over*
- *Modern Classic Division*
- *Non Racing Cruising Division*
- *Full Social Programme*
- *Solent Racing and Long Inshore Race*
- *Panerai Classic Around the Island Race on Sunday 8th July*
- *Racing Monday 9th July to Friday 13th July*
- *Parade of Classics – Saturday 14th July*

Panerai British Classic Week is part of the Panerai Classic Yachts Challenge 2012:

Antigua Classic Yacht Regatta • Les Voiles d'Antibes • British Classic Yacht Club Cowes Regatta • Marblehead Corinthian Classic Yacht Regatta • Nantucket Opera House Cup • Mahon Copa del Rey • Newport Museum of Yachting Classic Yacht Regatta • Vele d'Epoca a Porto Rondo • Régates Royales de Cannes



Further information and entries, please contact: -

Mary Scott-Jackson

e: info@msjevents.co.uk

Tel: 01983 245100 - Fax: 01983 295329



www.britishclassicyachtclub.org/regatta



350 CLASSIC EVENTS

Let the season begin by planning your
summer with our comprehensive guide



EMILY HARRIS

**Left: Cambria at
Les Voiles de
Saint-Tropez,
last year**

The year 2012 might now be synonymous with the Olympics but it's also a bumper year for classic yacht events. In London, a parade of 1,000 boats will celebrate 60 years of our Queen's reign. Cowes, particularly, seems to be wall-to-wall: 8-M Worlds, a re-run of the Westward Cup, the Js (six or more in Falmouth

and Cowes amount to the biggest J-Class fleet ever seen), BCYC Panerai Week, Metres and Keelboats and the Superyacht Cup! Elsewhere, new events are cropping up and there's something going on near you wherever you are. Overseas (see p52), it's even busier: Sweden is celebrating its own Olympic centenary in style, and it's a Brest year – the festival's 20th anniversary, so a bit special.

SOLENT & SOUTH COAST

28-29 APRIL PILOT CUTTERS REGATTA AND ST GEORGE'S DAY TROPHY RACE

Yarmouth, Isle of Wight
Tel: +44 (0)1983 760256
royalsolent.org
Third year for this race: pilot cutters and other gaffers welcome

29 APRIL BEAULIEU BOAT JUMBLE

Beaulieu, Hampshire
Tel: +44 (0)1590 612888
events@beaulieu.co.uk
For a list of all UK boat jumbles, visit
boatjumbleassociation.co.uk

18-20 MAY WESTMACOTT ONE-DESIGN REGATTA

Portsmouth/East Solent
www.rnc-rayc.co.uk/sailing.htm
Gareth Penn. Tel: +44 (0)7974
352233, gareth@
goodsalonguide.com
All small, Solent keelboats
welcome. Third year for this
event. Includes professional
coaching and video feedback in
the evening on the first day.

25-27 MAY YARMOUTH OLD GAFFERS FESTIVAL

IoW. Tel: +44 (0)1983 760655
+44 (0)7790 668075, www.
yarmoutholdgaffersfestival.co.uk
Flagship event of the OGA (see
OGA panel), with an average
attendance of about 120 boats

1 JUNE ROYAL ESCAPE RACE

Brighton-Fécamp
Tel: +44 (0)1273 464868
www.royalescaperace.co.uk

Commemorates Charles II's
17th-century escape. Modern,
but now with a classics class

9-17 JUNE LONDON TO PORTLAND SMALL SHIPS RACE

London to Portland, Dorset
ASTO. Tel: +44 (0)2392 503222
asto.org.uk, office@asto.org.uk
Biennial passage race run by
ASTO, 25 'small ships'.
See overleaf for ASTO's main
event, the Small Ships Race in
Cowes

11-19 JUNE WESTWARD CUP

Cowes, Isle of Wight
Tel: +44 (0)1983 292191
rys.org.uk
Invitational big-yacht regatta:
Altair, Elena, Lulworth, Cambria,
Mariquita, Eleonora, Mariette
and *Moonbeam IV* are invited.

27-29 JUNE **NEW** 12-M BRITISH OPEN

Hamble, Hants
Tel: +44 (0)23 8045 0300,
royal-southern.co.uk
Part of the Royal Southern YC's
175th anniversary celebrations

7 JULY BEAULIEU RIVER ROW

Beaulieu Village, Hampshire
Jenny Brewis, Tel: +44 (0)1590
614621. All types of
human-powered craft

30 JUNE ROUND THE ISLAND RACE

Cowes, Isle of Wight
Tel: +44 (0)1983 296621
sec@islandsc.org.uk
www.roundtheisland.org.uk
Anything with a sail – 1,600
boats plus. Ben Ainslie is in it
to win this year, too.

7-14 JULY PANERAI BRITISH CLASSIC WEEK (BCYC)

Cowes, Isle of Wight
Mary Scott-Jackson.
Tel: +44 (0)1983 245100
Mob: +44 (0)7790 770526
britishclassicyachtclub.org
Five-race series, plus a
clockwise round-the-Island
with the usual social
programme. 70 boats in 2011

15-21 JULY EIGHT-METRE WORLDS

Cowes, Isle of Wight
Tel: +44 (0)1983 292191
rys.org.uk

18-21 JULY J-CLASS

Cowes, Isle of Wight
jclassyachts.com
Regatta, culminating in the
Hundred Guinea Cup, clockwise
around the island to the old
1851 America's Cup course. See
also 27-30 June in 'West Country'

22-25 JULY THE SUPERYACHT CUP

Cowes, Isle of Wight
James Pleasance, Tel: +44
(0)203 377 3235, Mob: +44
(0)7711 1130886
thesuperyachtcup.com
Large SoT yachts like *Gaia* and
Adela among the gin palaces.

23-27 JULY METRE AND CLASSIC KEELBOAT REGATTA

Cowes, Isle of Wight
cowesclassicsweek.org
david.elliott@
cowesclassicsweek.org
Metre boats, classic keelboats
and yachts at this alternative
to Cowes Week

27-29 JULY TAITTINGER REGATTA

Yarmouth, Isle of Wight
Tel: +44 (0)1983 760256
royalsolent.org
IRC, Swans, cruisers, gaffers, 6-Ms, Dragons, FBs, XODs, YODs

AUGUST (TBC) WOODEN AND CLASSIC BOAT MEET

Poole, Dorset
Informal meeting for owners of wooden boats, sail or power. 13 boats last year

11-18 AUGUST COWES WEEK

Cowes, Isle of Wight
Tel: +44 (0)1983 295744
admin@cowesweek.co.uk
cowesweek.co.uk
Or, to give it its sponsored title, Aberdeen Asset Management Cowes Week. Classic classes include XOD, Daring, Seaview Mermaid, Victory, Sunbeam, SCOD and more.

24-27 AUGUST COWES CLASSIC POWERBOAT RALLY

Isle of Wight. Tel: +44 (0)7973 349769 / +44 (0)7921 944251
powerboatrally.com
Back after a successful first regatta last year

14-23 SEPTEMBER SOUTHAMPTON BOAT SHOW

Tel: +44 (0)871 2307140
www.southamptonboatshow.com
Outdoors, (partly) on the water and now Britain's leading boat show, with strong classic dinghy presence

22-23 SEPTEMBER BOSHAM CLASSIC BOAT REVIVAL

Bosham SC, Chichester Harbour
Tel: +44 (0)1243 572341
boshamsailingclub.com
Classic and SoT dinghies and dayboats up to 20ft. 50 last year in its first outing

6 OCTOBER ASTO SMALL SHIPS RACE

Cowes, IoW.
Tel: +44 (0)2392 503222
asto.org.uk
Race for youth-training sailing vessels up to 120ft (36m) in length

8-9 OCTOBER BATTLE OF BRITAIN REGATTA

Royal Air Force YC, Hamble, Hants
Tel: +44 (0)23 8045 2208;
rafyc.co.uk
Open to civilians as well as RAF personnel, features many XODs and Salterns-built Memory gaffers.



Above: Yarmouth Old Gaffers

Festival, one of the largest events in the OGA calendar

WEST COUNTRY

4-7 MAY PILOT GIG WORLDS

Isles of Scilly
Tel: +44 (0)1720 422670
worldgigs.co.uk 100+ rowing gigs

From 27 MAY JESTER AZORES CHALLENGE

Plymouth-Azores
jesterinfo.org
tailyour@hotmail.com
A gentlemanly 'race' in 20-30ft boats in the spirit of the first OSTAR. No rules, no prize money

24-27 MAY CLASSIC SAILING 6TH ANNUAL PILOT CUTTER REVIEW

Fowey-Falmouth
Tel: +44 (0)1872 580022
classic-sailing.co.uk
Passage and day racing

29 MAY - c1 JUNE NEW PILOT CUTTER FASTNET RACE

Falmouth-Fastnet Rock
Bristol Channel Pilot Cutter Owners Association
Tel: +44 (0)1326 270511
bcpc.co.uk
One-way race for pilot cutters
Pre-race supper 28 May, prize-giving, Ireland, 1 June

1-2 JUNE BRIXHAM HERITAGE REGATTA

Devon. Tel: +44 (0)7790 591126
brixhamheritagesailing.org.uk
Six classes, trawlers to small gaffers

1-10 JUNE FAL RIVER FESTIVAL

Falmouth. Tel: +44 (0)1326 376273
falriver.co.uk
Shoreside and on the water

8-10 JUNE NEW BRITISH 22sqm OPEN AND CLASSIC KEELBOAT REGATTA

Plymouth Sound. Tel: +44 (0)1752 869000, cremyll-keelboats.org.uk
First regatta for 22sqm class

15-17 JUNE(TBC) FALMOUTH SEA SHANTY FESTIVAL

Events Square, Falmouth
falmouthshout.com
Shorebased event, usually with traditional Cornish luggers there

23 JUNE AROUND LUNDY RACE

Ilfracombe, North Devon
Dave Ouldcott,
Tel: +44 (0)78819 96785
ilfracombeyc.org.uk
45 miles with 50 or more boats

23-24 JUNE LUNDY GIG ROW

Clovelly-Lundy and back
clovelly.co.uk

22-24 JUNE GOLOWAN MARITIME FESTIVAL

Penzance, Cornwall
Tel: +44 (0)1736 360214
golowanmaritimefestival.co.uk
Typically, luggers, gaffers, pilot gigs, ketches, crabbers and toshers



OGA
Old Gaffers Association
www.oldgaffersassociation.org
Operates through its 11 UK and Ireland Regional Areas, plus the Trailer Section, and overseas groups. Links to the Area/Section websites, with details of up to 100 local and regional events can be found at the main website, above

Top left: Racing in the 6-Metre Worlds
Below left: The fleet under Eileen Murie at the Start Bay race



*Above: J-Class racing will be a highlight at Cowes and Falmouth this year – this is **Velsheda***
Below: Pilot Cutter Review, St Mawes

22 JUNE FALMOUTH WORKING BOAT CHAMPIONSHIPS

Falmouth, Cornwall
 St Mawes Sailing Club
 Tel: +44 (0)1326 270686
stmawessailing.co.uk

27-30 JUNE J-CLASS REGATTA

Falmouth, Cornwall
jclassyachts.com
 (See also July listing in South Coast)

2-7 JULY THE PENDENNIS CUP

Falmouth, Cornwall
 Tel: +44 (0)1326 211344
thependenniscup.com
 Big classic and SoT yachts: 14 this year inc *Mariquita* and *Altair*

6-8 JULY SEA SALTS AND SAIL

Mousehole, Cornwall
 Tel: +44 (0)1736 731655
sylviapezzack@btinternet.com
www.seasalts.co.uk
 Racing in Mounts Bay, live music and more. 20th anniversary of this popular biennial festival

13-15 JULY OGA START BAY RACE AND RALLY

Dartmouth, Devon
 Mike Lucas. Tel: +44 (0)1803 212818
president@devongaffers.co.uk
 Flagship event for the OGA's Devon section; this event started in 1973

15 JULY CLOVELLY MARITIME FESTIVAL

clovelly.co.uk
 Harbourside festival

20-22 JULY BRISTOL HARBOUR FESTIVAL

bristolharbourfestival.co.uk
 One of Britain's biggest shoreside festivals: boats, music and more

27-30 JULY PLYMOUTH CLASSICS

plymouthclassics.org.uk
mail@plymouthclassics.co.uk
 Three days of racing ending with a 20-mile passage race to Fowey

31 JULY - 3 AUGUST FOWEY CLASSICS

Mike Prettejohn. Tel: +44 (0)1566 782267
foweyclassics.org
 60-70 boats - 21st birthday this year

11-19 AUGUST FALMOUTH CLASSICS

David Carne. Tel: +44 (0)1326 374177
falmouthweek.co.uk
 With up to 150 classic boats, Falmouth Classics is held on the first day of Falmouth Week, the biggest regatta in the south-west

6-10 AUGUST SALCOMBE TOWN REGATTA

Salcombe, Devon
 Tel: +44 (0)1548 842593
salcomberegatta.com
 General regatta with shoreside and sailing activities.

12-17 AUGUST SALCOMBE YACHT CLUB REGATTA

Salcombe, Devon
 Tel: +44 (0)1548 842593
salcombeyc.org.uk
 General regatta with moderns and classics; c60 Salcombe yawls race

18 AUGUST CLOVELLY GIG REGATTA

Clovelly Harbour, North Devon
clovelly.co.uk

27 AUGUST NEWLYN FISH FESTIVAL

Newlyn, Cornwall
 Tel: +44 (0)7518 603955

newlynfishfestival.org.uk
 Over 20,000 visitors, fish auctions and tasting. Lugger race, gig race and more on the waterside

30 AUGUST - 1 SEPT DARTMOUTH ROYAL REGATTA

Devon. Tel: +44(0)1803 752496
dartmouthregatta.co.uk
 Incorporates Dartmouth Sailing Week and passage race

8 SEPTEMBER BOATS IN THE BAY

St Ives, Cornwall
 Tel: +44 (0)7866 777 219
stivesjumbo.com
 Lugger event, in conjunction with St Ives (arts) Festival, now in seventh year



PHIL RUSSELL



Above: Maldon
Town Regatta

THAMES

26-27 MAY
**LECHLADE SMALL
BOAT GATHERING**
mike.stevens.killay@talktalk.net
Small, tented and boated gathering
on the Upper Thames in Gloucestershire

3 JUNE
**THAMES DIAMOND
JUBILEE PAGEANT**
London. Tel: +44 (0)20 7592 0894
thamesdiamondjubileepageant.org
1,000 boats on the Thames in one
amazing afternoon

8-10 JUNE
**BEALE PARK THAMES
BOAT SHOW**
Pangbourne, Berkshire
Tel: +44 (0)118 9767498
gillie.jackson@bealepark.co.uk
bealeparkboatshow.co.uk.
For small traditional boats

16-17 JULY
**THAMES TRADITIONAL
BOAT RALLY**
Henley-on-Thames, Oxon
Tony Goodhead. Tel: +44 (0)1932
872575, tradboatrally.com
One of Europe's largest gatherings
of traditionally-built river craft
including Dunkirk Little Ships, with
ample shoreside entertainment.
200+ boats. This venerable festival
is 35 years old this year

7-8 JULY
**JACK HOLT
CENTENARY REGATTA**
Wraysbury Lake Sailing Club,
cwrda.org Celebration of prolific
dinghy designer, born 1912

8-9 SEPTEMBER
**ST KATHARINE
DOCKS FESTIVAL**
skdocks.co.uk

15 SEPTEMBER
GREAT RIVER RACE
Thames, London. Tel: +44 (0)208
3989057, greatriverrace.co.uk.
Huge, colourful, 300-boat, 21-mile
rowing race from Docklands to Ham

11-20 JANUARY 2013
LONDON BOAT SHOW
ExCel, Docklands. Tel: +44 (0)1784
223618 londonboatshow.com

**THAMES BARGE
MATCHES**
Tel: +44 (0)1202 552582
sailingbargeassociation.co.uk
26 May: Medway
30 June: Pin Mill
14 July: Blackwater
28 July: Gravesend
July (tbc): Whitstable
11 August: Swale
26 August: Southend
8 September: River Colne

OLYMPICS
Sailing at
Weymouth and
Portland
london2012.com/sailing
29 July-11 August
Two classic classes
involved: the Star class
designed in 1910 and
the Finn in 1949 made
their Olympic debuts in
1932 and 1952

**PARALYMPIC
SAILING**
Weymouth
london2012.com/
paralympic-sailing
1-6 September
Boats include the
smallest Metre-class
yacht, the single-person
2.4mR, as featured in
CB273

EAST COAST AND NORFOLK BROADS

11-13 MAY
**VINTAGE WOODEN
BOAT ASSOCIATION
NATIONAL RALLY**
Ranworth Island, Northern Broads
John Bailey. Tel: +44 (0)1692
650486, vwba.org
Not a new event, but back after a
long hiatus. Broads boats and
anything else that's made of wood

9 JUNE
**OGA BRIGHTLINGSEA
RALLY AND EAST
COAST RACE**
Essex. eastcoastclassics.co.uk
Tel: +44 (0)77103 199935
richard@marketingoverflow.com

9-10 JUNE
THREE RIVERS RACE
The Ant, Bure and Thurne
Tel: +44 (0)1692 630507
horningsc.org.uk
Popular day/night race, where you
can choose the order in which you
take the rivers

11 JUNE
**PIN MILL
SMACK RACE**
River Orwell, Suffolk,
Pin Mill Sailing Club
pmssc.org.uk
Tel: +44 (0)1473 780206
This race attracts around 20 smacks

16-17 JUNE
**SUFFOLK YACHT
HARBOUR CLASSIC
REGATTA**
Levington, River Orwell
Jonathan Dyke
Tel: +44 (0)1473 659465
syharbour.co.uk
Racing on the Stour, Orwell,
Harwich Harbour and Dovercourt
Bay; three classes,
including Stellas

4-6 JULY
**BCYC REGATTA
EAST COAST FEEDER**
Harwich to Cowes
Jonathan Dyke
Tel: +44 (0)1473 659465
syharbour.co.uk
Ends at the Panerai British Classic
Week (7-14 July)

7 JULY
**HEYBRIDGE BASIN
REGATTA**
Nr Maldon, Essex
Carol Lawson
Tel: +44 (0)1621 857757
heybridgebasinregatta.co.uk
Friendly, well attended East Coast
regatta

7 JULY (TBC)
ROWHEDGE REGATTA
Essex. Lucy Bannatyne,
Tel: +44 (0)7979 958699



DEN PHILLIPS

21-22 JULY OGA SWALLOWS AND AMAZONS WEEKEND

Walton Backwaters, Essex
Pete Elliston. Tel: +44 (0)1206 391870
ecsec@oldgaffersassociation.org
eastcoastclassics.co.uk
Includes dinghy race round Swallow
(aka Horsey) Island

21 JULY WIVENHOE TOWN REGATTA

Brightlingsea to Wivenhoe, Essex
John Ashworth
Tel: +44 (0)7900 670560
Smacks and gaffers

22 JULY HARWICH SEA FESTIVAL

Harwich Quay, Essex
harwichseafestival.com.
Shoreside entertainments and boats
in the water, 11am-4pm

JULY (tbc) COLNE SMACK SAIL AND PICNIC

Colne Smack Preservation
Society, Essex.
Tel: +44 (0)7768 522957
robin@strong-point.co.uk

4 AUGUST COBMARSH MARATHON

Cobmarsh Island, Essex
Tel: +44 (0)1206 826411
mersearegatta.org.uk
Rowing race around the island for
traditional smacks' boats not
exceeding 14ft (4.3m)

CVRDA Classic and Vintage Racing Dinghy Assoc

www.cvrda.org
Runs a series of racing
events around the UK,
using its own
handicapping system.
See website for further
details

CMBA Classic Motor Boat Association

cmba-uk.com
geoffallchorn@
btinternet.com

10-12 Aug
Cardiff Bay Classic
Weekend and AGM
CMBA's main rally of the
year with 40-50 boats.
See website for details
of this and 16 other
events

*Below: Smacks
and Thames
Barges at the
Colne July Picnic*

4 AUGUST BROADS CLASSIC DINGHY WEEKEND

Wroxham, Norfolk
Norfolk Broads YC
Tel: +44 (0)1603 782808
www.nbyc.co.uk

11 AUGUST 40th ANNIVERSARY SWALE MATCH

Swale Channel, north Kent
www.kentishsail.org
info@kentishsail.org
Smacks and barges

18-19 AUGUST IPSWICH MARITIME FESTIVAL

Ipswich Historic Waterfront
www.ipswichmaritimefestival.
waterfrontaction.co.uk
Jay Harvey.
Tel: +44 (0)7731 991669
Second year of this shoreside
festival with traditional boats
alongside, OGA involvement, music,
historic enactment, beer festival,
family activities

19-24 AUGUST MERSEA WEEK

Mersea Island, Essex
Greg Dunn,
Tel: +44 (0)7801 308054
Or +44 (0)1206 382229, greg.dunn@
agrosom.co.uk. Includes Dabchicks
Sailing Club Regatta on the 19th and
West Mersea YC Regatta on the 24th

25 AUGUST WEST MERSEA TOWN REGATTA

West Mersea, Essex
mersearegatta.org.uk

18-19 AUGUST VINTAGE WOODEN BOAT ASSOCIATION NATIONAL RALLY

Beccles Yacht Harbour
John Bailey. Tel: +44 (0)1692
650486, vwba.org
Mainly smack yachts, but any woody
is allowed to join this event

25 AUGUST - 1 SEPT BURNHAM WEEK

Burnham-on-Crouch, Essex
burnhamweek.org.uk
Tel: +44 (0)845 3460324
info@burnhamweek.org.uk
The East Coast's answer to Cowes
Week: 100+ boats in many classes

1 SEPTEMBER TOLLESBURY SMACK AND CLASSIC YACHT RACE

Essex
www.tollesburysc.com
Kees Spitters
Tel: +44 (0)7860 731403
kees.spitters@codeway.com
13 smacks last year

2 SEPTEMBER MERSEA OYSTER DREDGING MATCH

Essex
Rob Lee. Tel: +44(0)7803 281175
Unique event for smacks, bawleys
and other trad workboats, where
the winner is he who dredges the
most oysters

8 SEPTEMBER COLNE SMACK AND BARGE MATCH

Essex. Robin Page. Tel: +44 (0)7768
522957, robin@strong-point.co.uk
Thames barges, smacks and bawleys

22 SEPTEMBER (TBC) MALDON TOWN REGATTA

Essex. Tel: +44 (0)7884 268053
geraldine.courtney@btinternet.com

8 SEPTEMBER YARE NAVIGATION RACE

Norfolk Broads
Ian Barker. Tel: +44 (0)1508 538100
ianbarker@talktalk.net
coldhamhallsailingclub.co.uk
32-mile passage race and the
Broads' biggest classic yacht event.

15-16 SEPTEMBER WOODBIDGE MARITIME FESTIVAL

River Deben, Suffolk
maritimewoodbridge.org.uk
info@maritimewoodbridge.org
Smacks, gaffers, classics, coracle
pond, entertainments, historical
re-enactments

13-15 JULY FELIXSTOWE REGATTA

Suffolk. Peter Cockayne
Tel: +44 (0)1473 780088
www.felixstoweregatta.co.uk
General regatta with a classics class
started in 2010

14 JULY BLACKWATER SMACK AND BARGE MATCH

Pat Boss. Tel: +44 (0)1621 851147



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Rustler
YACHTS



Above: Seafair Haven takes place at Milford Haven again this year, with events in the Docks (*left*) and up the waterway (*right*) for the popular sail-and-oar fleet
Below right: Entering Peel Harbour, Isle of Man

WALES

For a full traditional sailing calendar for Wales and Ireland, see rising-tide.eu

4-7 MAY PILOT CUTTER ASSOCIATION RACES

Bristol Channel
Tony Winter. Tel: +44 (0)1503 272575
Mob: +44 (0)7798 862697
Meet at Lydney YC. Racing on the Sunday and Monday to Barry and/or Swansea according to conditions

5-6 MAY OGA TRAILER SAILERS MEET

Llandidloes, mid-Wales
Mike Stevens
Tel: +44 (0)1792 297445

15 JULY PEMBROKE RIVER RALLY

rising-tide.eu

31 AUGUST - 3 SEPT HOLYHEAD TRADITIONAL SAILING FESTIVAL

Holyhead, North Wales
holyhead.northwalesoga.org
Sue Farrer. Tel: +44 (0)1270 874174
nwasec@oldgaffersassociation.org
Old Gaffers/town Council event

25 AUGUST CARDIGAN QUAYS FESTIVAL

Cardigan, Nick Newland
Tel: +44 (0)1239 615140

www.cardiganquays.co.uk
Second year for this community-spirited festival with rowing race around Cardigan Island

18-26 AUGUST CONWY RIVER FESTIVAL

North Wales
conwyriverfestival.org
Includes an OGA class and Nobby and Gaffers Race

22-23 SEPTEMBER COCK O' THE BRISTOL CHANNEL

Barry YC. Tony Winter
Tel: +44 (0)1503 272575
Pilot cutters and gaff-rigged vessels

ISLE OF MAN

3-5 AUGUST TRADITIONAL BOAT WEEKEND

Peel, IoM
Tel: +44 (0)7624 450146
peeltraditionalboat.org
Boats must be traditional plank-on-frame construction and carry at least one four-sided sail. Festival is 21 this year

NORTH ENGLAND

15-17 JUNE PAGEANT OF POWER (CHESHIRE)

Cholmondeley
cpop.co.uk
Power on land, sea and air

11-18 AUGUST YORKSHIRE YC REGATTA

Bridlington
Tel: +44 (0)1262 678319
ryyc.org.uk
Including Yorkshire ODs. All sizes of wooden boat. Av 20-plus boats

23-30 JUNE SEAFAIR HAVEN

Milford Haven, Wales
seafairhaven.org.uk
Tel: +44 (0)1384 840420
M: +44 (0)7875 088391
martinsykes@farmline.com
This well-attended biennial Morbihan-style mobile regatta on one of the UK's most magnificent waterways, now in its fourth incarnation, will be based this year inside Milford Docks, where extra pontoons will be laid down, with an upriver sail-and-oar base at Lawrenny village - good pub, camp site, trailer storage and launching facilities; additional showers will be available this year. A lack of sponsorship this year means a small entry fee for those wishing to take part





SCOTLAND

5-6 MAY **NEW** McGRUER REGATTA

Rhu Marina, Gare Loch, Scotland
www.mcgruerregatta.com
gordondrysdale@hotmail.com
'A celebration of McGruer boats',
close to where they were built.
Non-McGruer classics
also welcome.

25-27 MAY OGA CAMPBELTOWN CLASSICS

Campbeltown Loch
Gordon Garman
Tel: +44 (0)1700 505617,
scotsec@oldgaffersassociation.org
Two days of racing - flagship regatta
of the OGA in Scotland

1-4 JUNE BREWIN DOLPHIN SCOTTISH SERIES

Tarbert, Loch Fyne
Clyde Cruising Club
www.scottishseries.com
Tel: +44 (0)141 221 2774
office@clyde.org
13th year, c200 boats

23-24 JUNE SCOTTISH TRADITIONAL BOAT FESTIVAL

Portsoy, Aberdeenshire
Tel: +44 (0)1261 842951

scottishtraditionalboatfestival.co.uk
19th year of this perennial favourite
and a real family draw with music,
dance and crafts in addition to
roowing and sailing with more than
100 boats in two harbours.

9-14 JULY SAIL STORNOWAY

**Stornoway Harbour,
Isle of Lewis**
sailhebrides.info,
info@sailhebrides.info
General maritime festival with
classic sailing and shoreside
entertainment: preceded by a
sail-in-company to Gairloch

13-15 JULY **NEW** TARBERT TRADITIONAL BOAT FESTIVAL

Loch Fyne
stclaireringer@hotmail.co.uk
Traditional boats welcome
Details to come

9-12 AUGUST ANSTRUTHER MUSTER

Anstruther, Scotland
anstruthersailingclub.org.uk
Cairn Birrell
Tel: +44 (0)1333 313492
commodore@anstruthersailingclub.
org.uk

*Above: Perennial
Portsoy. Right:
Baltimore Wooden
Boat Festival*



IRELAND

25-27 MAY BALTIMORE WOODEN BOAT FESTIVAL

County Cork
baltimorewoodenboatfestival.com
Nigel Towse. Tel: +353 (0)282 0415 /
(0)863 777634
Traditional boats, ceilidh on Friday,
boat-handling competitions

2-3 JUNE OGA CLASSIC SAIL CARRICKFERGUS

Belfast Lough, Northern Ireland

Alan Aston. Tel: +44 (028) 904
26497, alan@marinomarine.com
The OGA in Northern Ireland

15-17 JUNE CROSSHAVEN TRADITIONAL SAIL

County Cork
crosshaventradsail.com
Pat Tanner. Tel: +353 (0)87 2811458
info@crosshaventradsail.com
Any traditional sailing craft, with
music, food and entertainment.
60+ boats



The Lunenburg Shipyard Alliance offers an impressive array of marine industry services, ranging from the restorations of older vessels, to new custom built power and sail crafts up to 160' long.

*Proud sponsor of the Antigua Classic
Concours d'Élégance*

www.TheLSA.ca



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conkermarine.com

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Built 1938 by Britt. Brothers MA

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Perfect condition – now for 1.1 m€

Brokers: Baum & König www.classic-yachts.de · K&M Yachtbuilders www.kmy.nl

Comet Organisation www.yachts-classiques.com

Photo: Kai Greiser - yachtbild.de

BALTIC

Tel: +46 70632 6624, www.sailtrust.org for all events below

28 JUNE - 4 JULY ÅF OFFSHORE RACE CLASSIC

Stockholm and Sandhamn, Sweden
24-hour offshore race

6-8 JULY THE HANKO REGATTA

Hanko, Finland

20-24 JULY CLASSIC BOAT MEET

Nynäshamn, Sweden
Part of Sweden's Olympic Jubilee
(See also Sweden entry)

28-29 JULY POMMERN CLASSIC

Mariehamn, Sweden

3-5 AUGUST CHAMPAGNE NICOLAS FEUILLATTE BALTIC MASTER CUP

Open sea races, Olympic course

11 AUGUST VIAPORI CUP

Helsinki, Finland
Biggest Baltic regatta: 200+ classics

14-19 AUGUST **NEW** ST PETERSBURG CLASSIC WEEK

Russia, three days of racing and a two-day festival: big yachts, Folkboats, Dragons and more

BELGIUM

25-28 MAY OOSTENDE VOOR ANKER

Ostend, Tel: +32 (0)59 320 834
www.oostendevooranker.be

DENMARK

9-11 AUGUST SVENDBORG CLASSIC REGATTA

Svendborg, Tel: +45 (0)6222 5104,
www.classicregatta.dk

11-15 SEPTEMBER LIMFJORDEN RUNDT

Tel: +45 (0)6222 5104,
www.limfjordenrundt.dk

FRANCE

15-18 JUNE (TBC) RARE BOAT SHOW

Lake Annecy, Tel: +33 (0)6 6235 0482, www.rivaclubdefrance.com
Yachts, Rivas, cars

21-24 JUNE BELLE PLAISANCE REGATTA

Bénodet, Brittany, Tel: +33 (0)2 9857 2609, www.yco-voile.com

22-24 JUNE TREGOR CLASSIQUE REGATTA

Trébeurden, N Brittany
www.yctrebeurden.free.fr

13-15 JULY VOILES CLASSIQUES DE LA TRINITE

Brittany, Tel: +33 (0)2 9755 7384,
www.snt-voile.org

13-19 JULY BREST MARITIME FESTIVAL

20th anniversary of this spectacular four-yearly week-long gathering of traditional and classic craft with racing, music and entertainment,
www.lestonnerresdebrest2012.fr

19-22 JULY DOUARNENEZ MARITIME FESTIVAL

The après-Brest party continues along the coast in more casual style,
www.tempsfete-dz.com

24-31 JULY COUPE DES DEUX PHARES 20TH ANNIVERSARY

Plymouth-Douarnenez-La Rochelle
www.yachtclubclassique.com

29 AUG - 6 SEPT 3RD CORSICA CLASSIC

www.corsica-classic.com

GERMANY

For more German events, see
www.fky.org tel: +49 (0)431 76277

8 MAY MAX OERTZ REGATTA

Tel: +49 (0)450 3609 9052
www.max-oertz-regatta.de

8-10 JUNE ROBBE & BERKING CLASSIC WEEK

www.classics.robbeberking.de
Tel: +49 (0)461 3180 3060

15-17 JUNE KIEL WEEK

Tel: +49 (0)431 544 8343,
www.klassiker-classics.de
www.klassiker-rendezvous.de

30 JUNE - 1 JULY HADEL KLASSIK

Berlin, Tel: +49 (0)331 271680,
www.asv-berlin.de

DAN HOUSTON



8 JULY HOLZBOOT 2011

www.svgrossenheidorn.de

10-12 AUGUST ROBBE & BERKING STERLING CUP

Flensburg
www.classics.robbeberking.de
Tel: +49 (0)461 3180 3060
6, 8, 12-Metres

11-12 AUGUST HAMBURG SUMMER CLASSICS

Tel: +49 (0)40 2802 400,
www.summerclassics.de

18-21 AUGUST GERMAN CLASSICS

Keil-Laboe. The biggest German event with around 180 classic yachts attending
Tel: +49 (0)431 76277
www.german-classics.de

1-2 SEPTEMBER HOLZBOOTREGATTA SCHWERIN

Tel: +49 (0)385 564021
www.segeln-in-schwerin.de

GREECE

21-24 JUNE **NEW** SPETSES CLASSIC YACHT RACE 2012

Isle of Spetses
Tel: +30 210 8015954
mdelenika@clab.gr
www.classicyachtrace.com
After a successful trial last year, 2012 sees the first of a planned biennial event, with a mix of buoy and short offshore racing

ITALY

www.asdec.it, tel: +39 (02) 7601 3988 for more events in Italy

11-13 MAY PORTOFINO ROLEX CHALLENGE

Tel: +39 010 246 1206
www.yachtclubitaliano.it
Invitation-only rally for big yachts

27 MAY VOGALONGA

Tel: +39 041 521 0544
Venice
www.vogalonga.it
Rowing extravaganza through the Venice canals with 1,600-plus boats

4-9 JUNE LORO PIANA SUPER YACHT REGATTA

Tel: +44 07971 438671
Sardinia
loropianasuperyachtregatta.com
Superyachts, including classics

7 OCTOBER (TBC) BARCOLANA CLASSIC

Trieste
Tel: +39 040 411664,
www.barcolana.it

NETHERLANDS

MAY-SEPTEMBER DUTCH OGA EVENTS

www.oldgaffers.nl
Co-ordinator Joachim van Houweninge, +31 (0)654 340575,
webmaster@oldgaffers.nl
The Dutch arm of the Old Gaffers Association is involved with eight events throughout the Netherlands, three of them on the IJsselmeer.



2-8 APRIL HEINEKEN RACE OF THE CLASSICS

Rotterdam-Oostende-Ipswich-
Amsterdam

Tel: +31 (0)61230 8392, www.rotc.nl

2-4 NOVEMBER (TBC) KLASSIEKE SCHEPEN

Enkhuizen

www.klassieke-schepen.nl

Tel: + 31 (0)228 591 111

A CB favourite: boat show under
cover and on the water

NORWAY

2-5 AUGUST RISØR WOODEN BOAT FESTIVAL

Tel: +47 9138 7355 / +47 4781 0074,
trebatfestivalen.no

50th anniversary this year for one
of the great classic boat festivals

PORTUGAL

Associação Náutica da Marina do
Parque das Nações. Tel: +351 214
548 484, www.anmpn.pt

22-23 JUNE REGATA DE BARCOS RABELAS

Porto, Portugal

Confraria Vinho de Porto

Tel: +351 223 745 520

www.confrariavinhodoporto.com

SWEDEN

1-3 JUNE VETERÅNBATSMÖTE STOCKHOLM

Pierre Dunbar +46 (0)70 765 51 12

www.veteranbaten.se

Classics on water in city centre, plus
boat-hall 2 opening at Swedish
Maritime Museum

2-8 JUNE 6-M OLYMPIC JUBILEE REGATTA STOCKHOLM

www.6mr.se

Celebrating the centenary of the
1912 Olympic Games in Stockholm
with 6-Metres racing in the city
centre.

9-24 JULY CLASSIC BOAT MEET CENTENARY RACES

1912 Olympics Jubilee festival and
races organised by Swedish Classic
Boat Society and Nynäshamn YCC
www.cbm2012.eu

9-17 July Rally Simrishamn-

Karlskrona- Kalmar-Västervik

17-20 July Västervik-Visby race *or*

17-19 July Archipelago rally to

Nynäshamn

19-24 July Classic Boat Meet (festival),
Nynäshamn

24 July Coastal Race, details to

come

Potentially a great event: helpful
website (in English)

20-27 JULY 6-METRE EUROPEAN CHAMPIONSHIPS

Nynäshamn Sweden

www.6mr.se

TURKEY

23-28 OCTOBER BODRUM CUP

Tel: +90 252 316 2310

www.bodrumcup.com

Above: Racing at
the Copa del Ray,
Mahon, part of the
CIM calendar

MED CIM EVENTS

For details see
cim-classicyachts.org

28 APRIL - 1 MAY TROFEO ACCADEMIA NAVALE

4-6 MAY CALANQUES CLASSIC

11-13 MAY COUPE DES DAMES

18-20 MAY TROPHÉE PASQUI

21-27 MAY RÉGATES IMPÉRIALES

30 MAY - 3 JUNE LES VOILES D'ANTIBES

8-9 JUNE REGATA SOCIALE

8-10 JUNE PORQUEROLLES CLASSIQUE

14-17 JUNE ARGENTARIO SAILING WEEK

14-17 JUNE LES VOILES DE VIEUX PORT

24-30 JUNE SEMANA NAUTICA CLASICA DEL MAR MENOR (SPAIN)

27 JUNE - 1 JULY VELE D'EPOCA A NAPOLI (ITALY)

23 JUNE - 1 JULY TROPHÉE BAILLI DE SUFFREN

6-8 JULY RADUNO DI GAETA

11-14 JULY REGATA PUIG

12-15 JULY REGATA COPA GITANA

10-12 AUGUST TROFEO ILLES BALEARS

13-19 AUGUST TROFEO CONDE ALMIRANTE

27 AUGUST - 4 SEPTEMBER CORSICA CLASSIC

28-31 AUGUST COPA DEL REY (SPAIN)

5-9 SEPTEMBER VELE D'EPOCA IMPERIA

24-29 SEPTEMBER RÉGATES ROYALES

24-29 SEPTEMBER LES VOILES DE SAINT-TROPEZ



UNITED STATES

20-21 APRIL APALACHICOLA ANTIQUE AND CLASSIC BOAT SHOW

Apalachicola, Florida
Tel: +1 850 653 2500
www.antiqueboatshow.org
Info@apalachicolabay.org

5-6 MAY KEELS AND WHEELS CONCOURS D'ELEGANCE

Houston, Texas
www.keels-wheels.com

18-20 MAY BASS LAKE RENDEZVOUS

North California
Tel: +1 559 642 3121
www.acbs-tahoe.org

3 JUNE (TBC) IYRS GRADUATION DAY

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*Above: The GL
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THE ROYAL YACHTS



BEKEN OF COWES

By *Richard Johnstone-Bryden*, Part 3
The era of the Sailor Kings, Edward VII and George V, and the great yacht whose influence spanned 40 years

The RULE of BRITANNIA

The Royal Family's relationship with the sport of yachting entered a new phase during the reign of Queen Victoria when her eldest son, the Prince of Wales, later King Edward VII, decided take it up. His passion for the sea had been triggered by childhood cruises with his parents in the steam yacht *Victoria & Albert* from Cowes to Wales, Ireland and Scotland.

Memories of the inaugural race for the America's Cup on 23 August 1851 may have also left a lasting impression on the Prince. As a nine-year-old boy, he joined his parents onboard *Victoria & Albert* to watch the outcome of this historic event. When Prince Albert and his son, who was dressed in a white sailor suit, were rowed ashore, it caused quite a stir on nearby passenger boats.

Later on, the royal family were acknowledged by *America's* crew, who lowered the ensign and removed their hats as they passed the anchored royal yacht off Alum Bay on their way to victory.

Above: King Edward VII (right) with King Alfonse XIII of Spain
Right: *Britannia* off Cowes, 1930



Twelve years later, the Prince accepted the Royal Yacht Squadron's invitation to become its patron in succession to his father. He purchased the first of his yachts in 1866. The 37-ton cutter *Dagmar*, named after his sister-in-law, was followed by two 40-ton cutters, *Alexandra* in 1871 and *Princess* in 1872, and the 38-ton small screw steamer *Zenobia* in 1873.

A year later, the Prince succeeded the late Lord de Ros as commodore of the Royal Thames YC. He also accepted the presidency of the Yacht Racing Association in 1881 and was elected commodore of the RYS in 1882. Upon his accession to the throne he became admiral of the RYS and patron of the RTYC.

The Prince started racing in the Solent following his purchase of Gilbert Moss's two-year-old schooner *Hildegard* in 1876. He preferred to sail on board his yachts as a spectator rather than taking a hands-on role, so he appointed John Nicholls as *Hildegard*'s skipper. It proved to be a winning combination, with victory in a closely fought race for the Town Cup in heavy weather



BEKEN OF COWES

at Cowes in 1876. A year later, the 199-ton *Hildegarde* secured the Prince's first Queen's Cup in similar conditions – with a momentary easing of the RYS's cast-iron rules when ladies were allowed to rush onto the platform to witness the nail-biting finish.

The Prince enjoyed his next success with the 102-ton cutter *Formosa*, built for Mr F Sloane Stanley in 1878. She immediately challenged the dominance of the old Solent favourites *Arrow* and *Vol-au-Vent* in her debut season. Although she won a second Queen's Cup for the Prince in 1880, he only kept *Formosa* for two years before transferring his racing flag to the 210-ton schooner *Aline*.

Like *Hildegarde*, *Aline* had been built by the Gosport yard of Camper & Nicholson, for Charles Sabine Thellusson. In the wake of *America's* victory of 1851 it had been considered essential to fit schooners with raked masts, yet *Aline's* were nearly vertical and she was one of the first schooners to have a running bowsprit. Her successful racing career began in style by winning the 1860 Queen's Cup. She passed through several owners



BEKEN OF COWES

Left: King George V
at the helm



BEKEN OF COWES

Above: Victoria & Albert, from which the young Prince of Wales witnessed the America's Cup races in 1851

Above right top: Aline, owned by the Prince 1882-1895

Above right lower: His first yacht, Dagmar, 1866-71

before being purchased by the Prince of Wales in 1882. Despite her racing pedigree, he mainly cruised her until he sold her to Prince Ibrahim Halim Pasha in 1895.

Aline's successor became one of the best known yachts of all time and clearly demonstrated the positive impact of Royal patronage by triggering a revival in yachting on two separate occasions. The first occurred in the wake of the dismal 1892 season when the 'big class' was represented by just two unevenly matched yachts. Many predicted the imminent demise of the class until the Prince of Wales and the Earl of Dunraven announced their intention to build two new racing yachts. The Earl's was *Valkyrie II*, with which he planned to contest the America's Cup, while the Prince's

COURTESY OF ROYAL THAMES YACHT CLUB



new royal cutter would provide some credible opposition in home waters. She was to be called *Britannia*. Others swiftly followed suit, with Mr A D Clarke ordering *Satanita* from Fay & Co, Peter Donaldson giving the Clyde-based J & A Inglis the go-ahead for the construction of *Calluna* and the American yachtsman Phelps Carroll announcing that his new yacht *Navanhoe* would cross the Atlantic to compete at Cowes Week.

WATSON-DESIGNED

GL Watson drafted the lines for *Britannia* and *Valkyrie II*. The pair were built side by side on the banks of the Clyde at David and William Henderson's yard in Partick, Glasgow. As completed, the 121ft (36.9m) *Britannia* was powered by a gaff rig that boasted a maximum sail area of 10,327sqft (959.4m²). Her composite construction consisted of steel frames covered by pitch-pine and American-elm planking with cedarwood topsides.

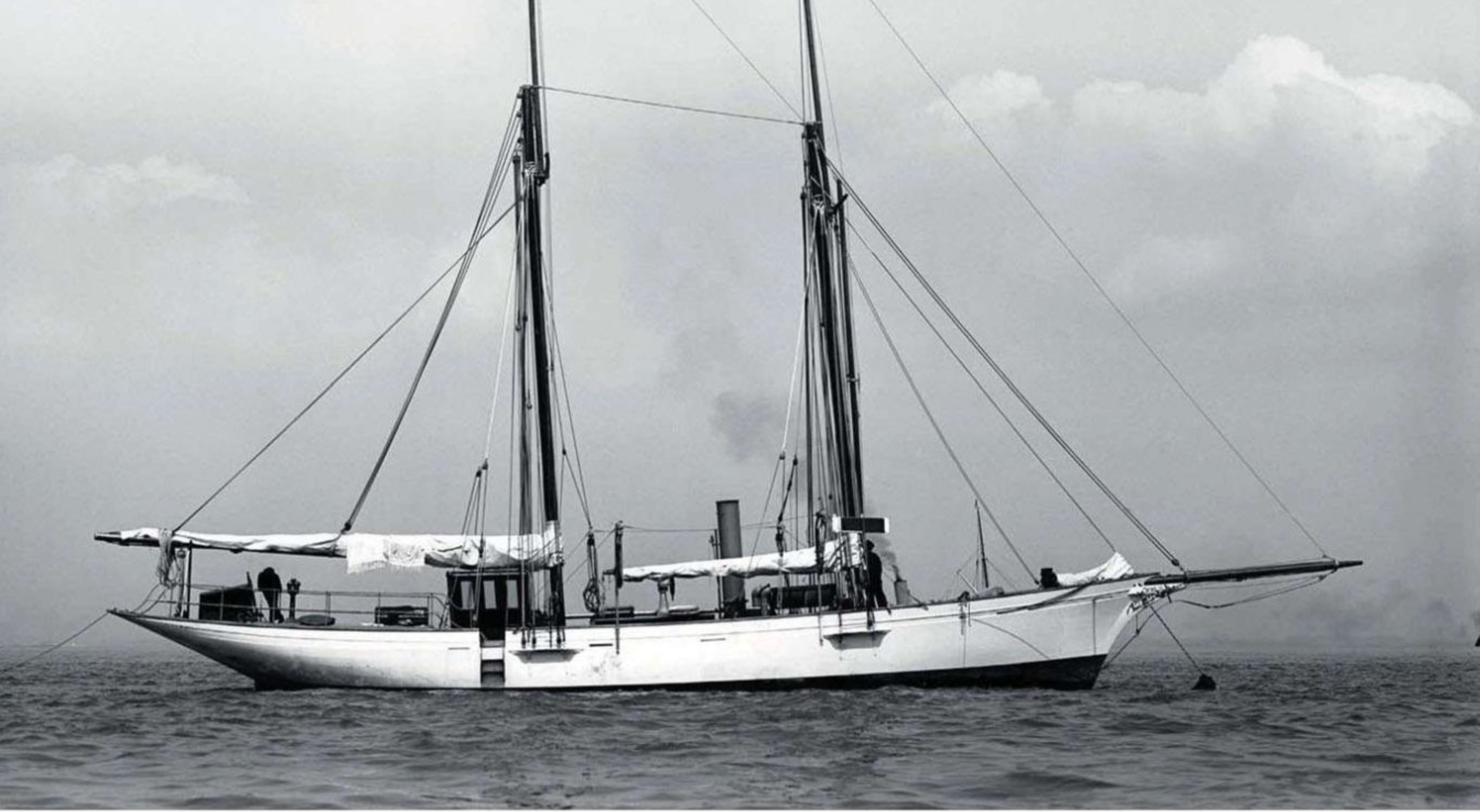
Down below, she could accommodate her owner and crew in some comfort. The interior layout included four sleeping cabins, a spacious saloon, galley, pantry, a bathroom complete with full-size bath, and a 20ft (6.1m) long fo'c's'le for the majority of her crew, with 13 folding cots and space for four hammocks. The fittings were of polished yellow pine and mahogany throughout with tapestries and cretonnes above the polished wood dado.

To achieve *Britannia's* full potential on the regatta circuit, the Prince appointed William Jameson as her sailing master and professional yachtsman John Carter as her first captain. They became a formidable double act with Carter at *Britannia's* tiller while Jameson dictated the strategy. Under the appreciative gaze of the Prince of Wales, they began their partnership on the River Thames with victory in *Britannia's* first race on 25 May 1893.



PPL

Above: 1851 America's Cup: Queen Victoria on board the schooner America, greeted by Commodore John C Stevens. From an oil painting by C Chase Emerson



BEKEN OF COWES

However, the Prince soon discovered that spectating was not entirely risk-free, as Mr Ratsey later recorded: “His Royal Highness was sitting just abaft the companionway in a deck-chair reading the morning papers, *Britannia* manoeuvring about for the start. I could not take my eyes away from the Prince, as owing to the heeling of the yacht from side to side his chair was constantly on the balance, and he looked as if he might roll over the side, chair and all, at any moment. At last the *Britannia* heeled over still more, to a decidedly dangerous extent, indeed. Fortunately His Royal Highness realised the danger, grasped the companion, and stood up just as the chair and all the papers rolled over the side into the river; and in a very few seconds were a considerable distance astern.

“The Prince was asked if the chair etc should be picked up, to which he replied, ‘Yes, pick up the papers.’ *Britannia* was gybed over, the dinghy launched, chair and papers retrieved, and the latter sent down into the fo’c’s’le to be dried.”

In her maiden season, *Britannia* achieved considerable success, winning 24 of her 43 races. Her second season began early with a voyage to the Mediterranean for the increasingly popular series of races hosted by Cannes, Monaco, Mentone and Nice. The Prince of Wales lived on board until the end of the series when the racing sails were stowed for the homeward passage under trysail in time for the start of the British season.

Britannia’s success quickly captured the public’s imagination and started to draw crowds wherever she competed. However, the subsequent dominance of the Kaiser’s *Meteor II* and the increasingly antagonistic attitude of her owner towards the Prince led to *Britannia*’s withdrawal from the regatta circuit in 1897.

Ironically, she won the German Emperor’s Shield outright in her final race. Shortly afterwards, she was towed up the Medina River and put up for sale, having won 122 of her 219 races since her debut in 1893.

None of her next three owners used her, and she remained in Cowes until the Prince of Wales bought her back in May 1899 to act as a trial horse against *Shamrock I*. He soon sold her again, in October 1900 to Sir Richard Williams-Bulkeley, who actually used her – as a cruising yacht with a rig reduced accordingly.

In 1901 her original owner, by then King Edward VII, asked to charter *Britannia* for his first Cowes Week as King, and within a year he had purchased her for the third time. The King continued to use her as a cruising yacht until his death in 1910, when she was inherited by his son King George V. King Edward’s feelings towards *Britannia* were described by his former equerry-in-waiting, Captain The Hon Sir Seymour Fortescue, who wrote, “He loved his yacht, not only because she could win races, but because she was his home for the time being and because he delighted in the freedom of the sea, the salt breeze, and the beauty of the scene around him.”

GEORGE V AND WHITE ROSE

George V knew *Britannia* extremely well, having sailed with his father whenever possible since her launch in 1893. As a former serving naval officer, the new king liked to take a more hands-on role in the sailing of his boats than his father. In 1895 he had invited Charles Sibbick to design and build the One-Rater *White Rose*.

The only catch for Sibbick when he received this prestigious commission was that it had to be ready within a week, instead of the usual six weeks that it took to build a one-rater, so that her royal owner could enjoy

Above: Hildegarde, the Prince’s first racing yacht, 1876



BEKEN OF COWES

BEKEN OF COWES

Above: *Britannia* in 1897

Above right: *White Rose* (with *Whisper*) the One-Rater built for Prince George by Charles Sibbick in just one week

some racing before his next round of official engagements. To achieve this remarkable feat of boatbuilding, Sibbick appointed Edward Williams as the chief shipwright for *White Rose*. His men started on the Monday morning and worked in shifts round the clock until she was ready for launching on the Saturday.

Two days later, *White Rose* won her maiden race – according to local myth with the sound of tapping coming from her forefoot as Williams carried out the final finishing touches!

Compared to some of Sibbick's other raters, she had a low-key racing career, winning 8 flags in 26 starts. Sadly, she was lost four years later along with several other yachts in a fire at Sibbick's Albert yard in Cowes.

When George V inherited *Britannia* he appointed Sir Philip Hunloke as her sailing master and used her for cruising until 1913 when he finally succumbed to the temptation of racing her. However, the outbreak of World War I brought this to an abrupt halt.

POSTWAR REVIVAL

The revival of yachting after the war proved extremely sluggish, and as the disappointing 1919 season drew to a close, a delegation of yachtsmen sought an audience with the King to persuade him to bring out his beloved *Britannia* to once more stimulate the regatta circuit.

The King was aware this could become a political issue that could undermine the standing of the monarchy itself, even though *Britannia* was his personal property, funded by his private income. Nevertheless, he instructed Sir Philip Hunloke to prepare her for the 1920 season, hoping this would provide a much-needed boost to the nation's yacht-building industry by encouraging other owners to order new yachts or refit their existing craft.

Fortunately, the gamble paid off and several owners responded by recommissioning their yachts, while Richard Lee placed an order worth £24,000 for the construction of *Terpsichore* – renamed *Lulworth* in 1924 – specifically to race against *Britannia*.

The King enjoyed the 27-year-old *Britannia*'s return to racing and invited Alfred Mylne to design an enlarged rig, with a similar sail area to her original 1893 sail plan, in time for the next season. The rejuvenated yacht proved to be a match for the latest craft in a good breeze and occasionally left them behind in light airs.

During the winter of 1930/31 she was re-rigged at Camper & Nicholson to compete alongside the J-Class yachts, with a 20 per cent reduction in her sail area and her gaff rig swapped to bermudan. Despite her age she won 13 flags from 20 starts in the 1931 season.

BRITANNIA'S FINAL YEARS

1935 proved to be *Britannia*'s final season. Although she failed to win a single prize for the first time in her long career, the King continued to enjoy sailing her and even declined the offer of a replacement yacht for his Silver Jubilee. His only concern was over the lack of prize money for his crew; at the end of the year he topped up their wages from his own pocket.

The death of her second royal owner on 20 January 1936 heralded the beginning of the end for *Britannia*. None of George's sons wanted to take her on, so it was announced that in accordance with the late King's wishes she would be stripped of all her equipment and scuttled. On 24 June 1936, *Britannia*'s gear was sold by auction, raising £1,050 for the King George's Fund for Sailors.

With a bunch of wild flowers draped over her stem, *Britannia* was launched for the last time by Marvin's yard in Cowes on 8 July 1936. For two days, the empty hulk laid at her buoy in Cowes Roads until she was collected just after midnight by the destroyers HMS *Amazon* and HMS *Winchester*. They took her out of a deserted, moonlit Solent and round to the south of the Isle of Wight, where charges were detonated in her bilges to send her to a watery grave, thereby concluding a remarkable chapter in the history of yachting.

Next month: The Elizabethan era: *Bluebottle* and *Bloodhound*

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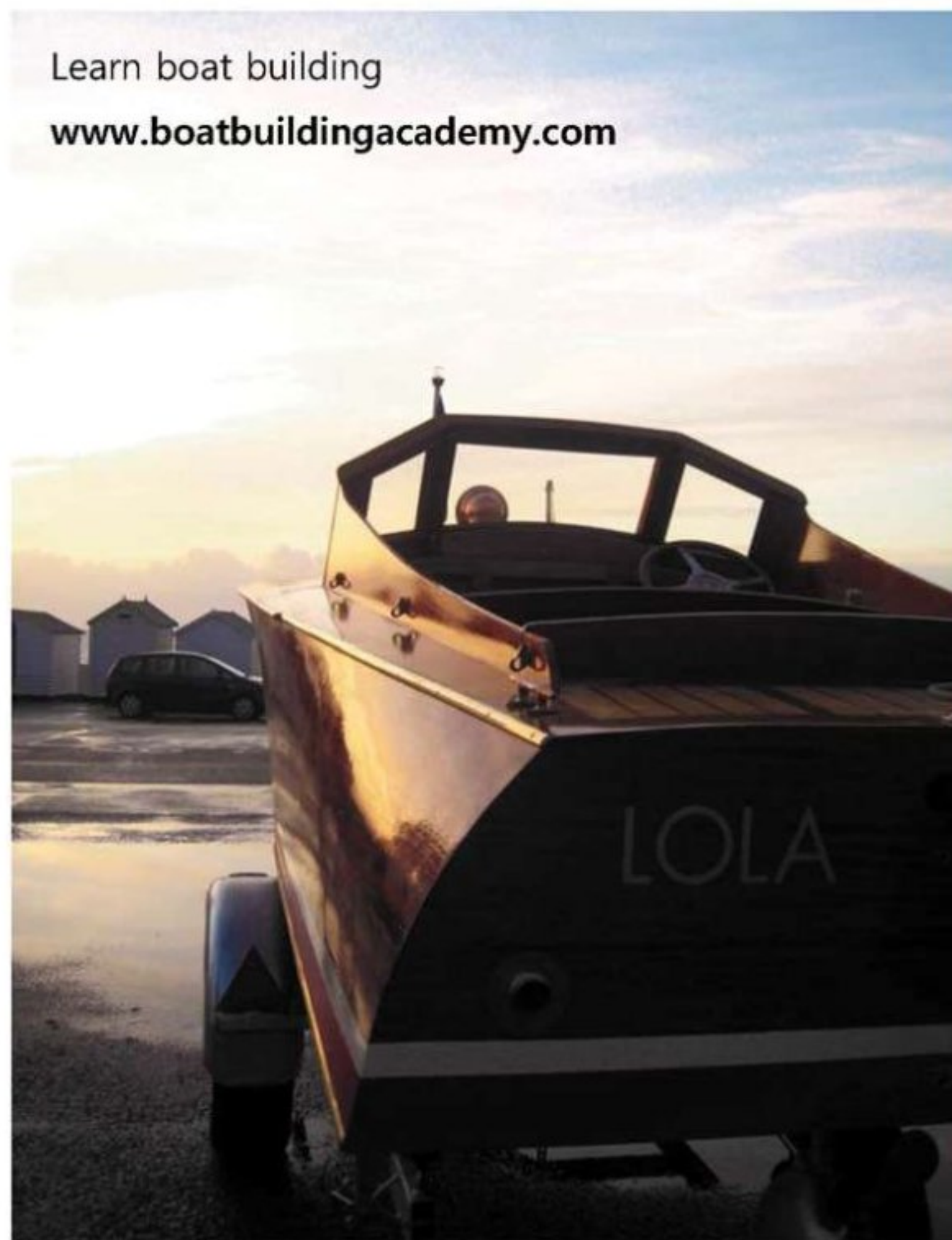
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TALL SHIP CRUISING

Piloting a course away from trouble

Born against a background of urban riots, the Liverpool pilot schooner *Spirit of Fairbridge* is there to turn young lives around. *Roger Barnes* (neither young nor disadvantaged) shipped aboard

I travel westwards all day, lugging my sea bag across changes of train. And then at last, rumbling down the branch line to Falmouth Docks, I see the harbour cranes rise above the grey rooftops and, among the thicket, two varnished masts with white tops. That must be her: my date with a Liverpool pilot schooner.

I find *Spirit of Fairbridge* lying among the pontoons of Port Pendennis. She's rafted to the old Brixham trawler *Leader*. I swing myself over the trawler's bulwarks and cross her sea-worn deck, to report on board the schooner. There is no one aboard *Spirit* except the mate, Emma Clifton. After a lumpy three-day passage down from Liverpool, the rest of the crew have gone on a well-earned run ashore.

Emma leads me through the varnished wooden charthouse and down into the saloon and galley area, a lofty, workmanlike space lit by a skylight. Forward of this a corridor leads past the heads and staff cabins, and then the crew's cabin, with tiers of bunks on each side, twelve in total. I find a spare one and dump my dunnage on it.

Back on deck, I eye up my date. She looks sturdy and well able to take care of herself: a shapely 70ft (21.3m) timber hull with a 20ft (6.1m) running bowsprit. Steel stays rise from deep bulwarks to the trucks of the two stout varnished masts. A gaff mainsail, gaff

foresail and staysail are lashed to their spars. I identify the gear for a main topsail, topmast staysail and jib, as well as running backstays on the main mast. There are no winches: just lots of ropes and blocks and belaying pins. It is going to be hard work taking out this girl.

I find the bosun, Kenny Harris, in a quayside inn. In a broad and expressive Scots accent, Kenny tells me about the boat and the charity that runs her. Fairbridge (now working as part of the Prince's Trust) has centres in 15 urban areas of the UK, and engages with people aged between 13 and 25, most classed as having 'multiple needs', such as homelessness, substance misuse or a history of offending. Last year it helped more than 3,500 young people, many of whom spent some time on *Spirit* as part of their programme. The ship works hard, sailing with parties of young people for 10 months of the year, based mainly at Oban or on the Clyde.

"We carefully assess each young person, and only offer a trip on *Spirit* to those likely to benefit from it," he says. "But it definitely works: you'll find that many of the staff on board have come up through the programme – even the Skipper!"

Spirit was conceived in Liverpool 30 years ago, as a replica of the lost pilot schooners of that proud port city. Save for her modern interior and the safety equipment demanded by her work, a 19th-century Liverpool pilot would find her as familiar as the approach channels of his home port.



"Young people need someone to believe in them"

Above: *Spirit of Fairbridge*: based on a Liverpool pilot schooner; built as a sail training ship.
Left: Skipper Campbell Greer "joined Fairbridge at 14".
Right: Hoisting the mainsail



ROGER BARNES

The American author Herman Melville, writing in 1849, compared Liverpool to the “miserable wooden wharves and shambling piers of New York.... [Whereas] in Liverpool I beheld long China walls of masonry; vast piers of stone; and a succession of granite-rimmed docks, completely enclosed... In magnitude, cost and durability the docks of Liverpool surpass all others in the world... Sailors love this Liverpool; and upon long voyages to distant parts of the globe, will be continually dilating upon its charms and attractions, and extolling it above all other sea-ports in the world.”

But this flourishing, bustling, cosmopolitan city was accessed by shallow and intricate channels, swept by strong currents. A series of shipping losses led to the Liverpool Pilot Act of 1766, and a fleet of 40-ton cutters were built to operate the first pilotage service. By 1852 the larger pilot schooners had arrived on the scene.

SEAKINDLINESS

Deeply respected for their strength and seakindliness, the pilot schooners kept station in the Irish Sea in fair weather and foul. The Liverpool pilots co-operated from the start, operating a fleet of closely matched vessels. Unlike the freelance pilots of the Bristol Channel, who competed for incoming ships, the Liverpool pilots operated a strict rota system, maintaining their stations in all conditions, pitching into the chop off the cliffs of Anglesey on a dirty night with 12 pilots on board.

For nearly half a century the black-hulled Liverpool schooners welcomed ships to the Second City of Empire. Then, from 1896, steamers replaced these stout ships. This



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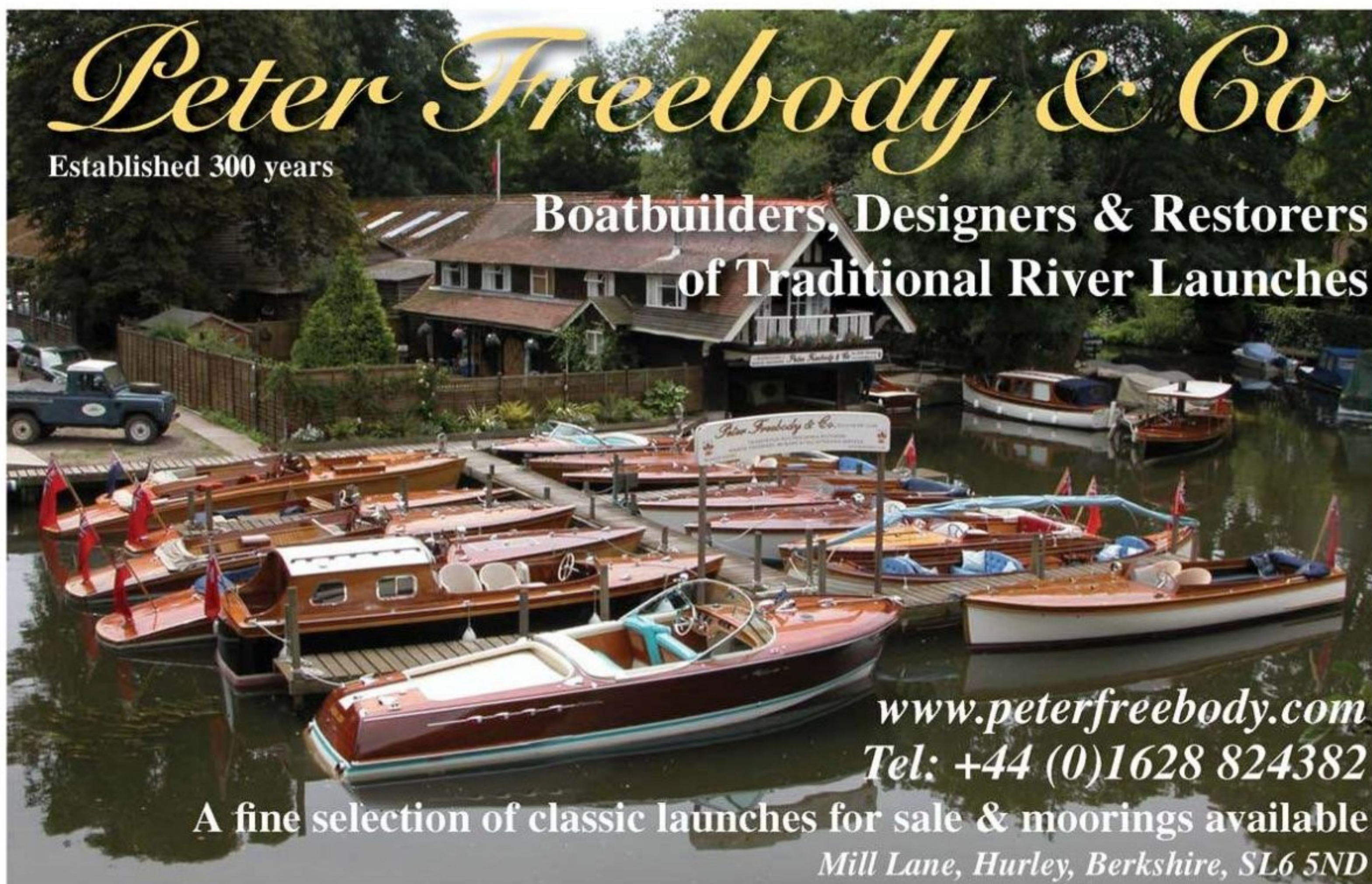
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“It takes six crew members to raise our mainsail”

relatively early date for the abandonment of sail explains the lack of surviving original examples of the Liverpool schooners. (The Bristol pilots still maintained a sailing cutter as a relief boat as late as 1950.)

At noon the next day, we slip our warps along with *Leader* and work out of the docks under engine. Out in Carrick Roads, there is a good wind from the northwest, and the competition between the two vessels of similar length but very different rigs is intense.

“Two, six, HEAVE! Two, six, HEAVE!” – It takes six crew members to raise our mainsail, two swigging on each halyard and one taling, and the same number to hoist the foresail. Up with the staysail, and then the number two jib is set flying from the bowsprit traveller. We emerge into the grey Channel.

Spirit spreads her booms and snores away on a broad reach, and soon comes up on *Leader*, sailing close under the Cornish cliffs, her hundred-year-old hull powering through the seas. Sensing the competition from the northerner, the old Devonian trawler manages to hold us off all the way to Fowey. We did have a reef in the mainsail though.

While *Spirit* races up the Channel, Mike Strang, shore-based manager and a former skipper, tells me how the building of the ship was used to address urban deprivation, against a background of severe social and political conflict in inner city Liverpool.

By the 1980s its great docks that Melville so admired were largely derelict, businesses were fleeing the city, the population was imploding, and large areas had been abandoned and were becoming ruinous. Unemployment among young scousers was acute.

In the summer of 1981 the situation became explosive. There were terrifying riots in the Toxteth area, with pitched street battles between the police and local youths. Stones and petrol bombs were thrown from barricades of torched cars. Police officers used CS gas against civilians for the first time in Great Britain. It was much like last summer's London riots, but lasted a lot longer; it took six weeks to restore an uneasy peace.

In this bleak year a group of local people formed the Spirit of Merseyside Trust, intending to build a replica Liverpool pilot schooner. The plan was to provide work for unemployed shipwrights and apprenticeships for young people. Building one small sailing boat could not solve the deep social and economic problems of Liverpool, but perhaps it could become a symbol of hope, engendering new pride in the city.

Lines were taken off a detailed scale model in the city's maritime museum, and the extensive paperwork necessary to build a modern commercial vessel to Lloyds 100A1 and contemporary DTI standards was addressed.

MODERN TRAINING SHIP

At an early stage it was decided that the priority was to build an effective modern training ship following the lines and rig of the 19th-century schooners, rather than an exact replica of a particular pilot vessel.

A shed was found in Canning Dock in the historic port. A great oak backbone was laid down, laminated iroko frames set upon it, and finally the larch planking was steamed and bent round. Soon the hull of the first Liverpool pilot schooner to be built for a century began to take shape, under the control of local shipwright Stephen Roberts.

Money was often short, and there were problems in adapting the schooner form to take the additional weight of an engine and other modern equipment. Stephen believes that the project would certainly have failed without the commitment and drive of Henry Bicket, chairman of the Trust, who contributed some of his own funds to the build.

As *Spirit* was slowly fitted out for her planned role as a hardworking training ship, the political and economic situation of Liverpool was becoming perilous. The Labour-controlled City Council was on a collision course with the policies of Thatcher's Conservative government, and the project became dragged into the political dispute. It was seen as frivolous by the City Council but backed by Michael Heseltine, who had been appointed 'Minister

“In this bleak year,
local people planned
to build a schooner”

Below: Skipper Campbell Greer shows a young crew member the ropes



“The skipper comes on deck to complain we are going too fast”



Left: Mate Emma Clifton – “mother substitute”

for Merseyside’ in the wake of the riots, and in 1985 *Spirit of Merseyside*, as she was called to begin with, slipped slowly into the deserted docks, a small symbol of hope in a troubled city.

Since then, *Spirit*’s remit has remained the same: to address the effects of urban deprivation among the young. And she maintains strong links with Merseyside. She was refitted last winter at Cammell Laird’s yard in Birkenhead free of charge, and is supported by the Liverpool-based Bibby Line shipping company.

NIGHT WATCH

I lie in my bunk as *Spirit* sails into the night, the waves thudding against the planking by my head. Time for my watch on deck; I struggle into my sea boots and oilies in the pitching cabin, and scramble up through the chart-house to join Kenny and the other crew members clustered around the ship’s wheel.

Spirit is storming along in the dark, the deck heaving and white water rushing past the sides. The sense of speed is awesome, like driving a train down a railway tunnel.

Eventually the skipper comes on deck to complain we are going too fast. If we don’t slow down we’ll be at the Portland Race too early. So we hand the mainsail, feeling for the ropes on the pin rails and clambering onto the rolling roof of the deckhouse to pass gaskets in the dark.

The companionable gloom of a sailing ship’s deck at night is a place to share confidences. So I ask skipper Campbell Greer, just 22 years old, about his experience as a young person in the Fairbridge programme.

“I started in Fairbridge when I was 14,” he said. “I was starting to get into trouble and getting kicked out of school quite a lot – into car crime and other bits and pieces. Fairbridge got me just in the nick of time. Young people need someone to believe in them, and Fairbridge does that. I started realising that there was potential there for me. I can do what I want: I can achieve anything I want... After a few short trips they offered me six months aboard *Spirit*.”

Campbell is sensitive to the gripe that a trip on *Spirit* is a free holiday on a sailing boat, a “reward to bad kids,” and emphasises how tough the programme is for the young people involved. But he is perhaps the best argument for the Fairbridge approach – a confident, well-spoken young man with good prospects, who could so easily have slipped into a life of petty criminality, drugs and disaffection.

Our night watch over, we tumble back down the companionway and into our bunks. It is dawn when I next go up on deck. *Spirit* is breasting the swell off the Dorset cliffs, the sun glistening on her wet deck and her sails spread wide like a gull’s wings. We enter the Needles Channel in the late afternoon, and moor alongside a pontoon in Cowes. With the ship made fast, we can all have a meal around the saloon table together for the first time since leaving Falmouth.

“Actually, we find this one of the most valuable parts of a cruise on *Spirit*,” says Emma: “many of our young people have never sat round a table together to have a meal.” She admits with a laugh that, at 27, she is something of a mother substitute to the young people on

board, who often have no normal family life at home. “I even read them a bedtime story sometimes.”

The next morning, as *Spirit* motors up Southampton Water, I look around at the crew that has been put together for this delivery passage. We have shared so much: hoisting the heavy sails, standing watches in the dark, cooking and cleaning. I feel sad that this short passage is almost over.

A sailing ship is a small, self-sufficient society, where everyone’s behaviour has a direct effect on everyone else. You rapidly get to know your fellow crew members, and develop a fierce pride in your vessel and your achievements together. If this still has such a strong emotional effect on me, after many passages in many vessels, how powerful must the experience be to a young person from the streets of Glasgow, Merseyside, or one of the other urban centres where Fairbridge works? 🌊

“A small symbol of hope in a troubled city”

SPIRIT OF FAIRBRIDGE

BUILT
Liverpool

SAIL NUMBER
K 381

RIG
Gaff schooner

HULL
Oak/iroko frames, larch planks

LENGTH ON DECK
71ft 4in (21.7m)

LENGTH OVER SPARS
92ft (28m)

BEAM
16ft 9in (5.1m)

DRAUGHT
11ft (3.4m)

GROSS TONNAGE
81 Tonnes

STAFF BERTHS
6

CREW BERTHS
12



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The Norfolk Smuggler 25 has been carefully designed to ensure a single-handed sailing ability when required. The cockpit is large to allow comfortable sailing for up to six adults and to provide ample stowage space in the cockpit lockers. The cabin trunk provides standing headroom through the yacht without looking cumbersome, and ahead of this there is a safe foredeck to provide security for the foredeck hand. This vessel has been designed to be shoal draught with a centreboard increasing draught from 2'9" with plate up to 4'11" with plate down. The centreboard is raised and lowered with an easy to operate manual winch.

Dimensions

Length	Length 25' (7.69m)
Beam	Beam 8'9" (2.69m)
Draft	2'9"/4'11" (0.85m/1.51m)
Sail area	404 sq ft (38.3 sq m)
Weight of boat	4.25 tonnes (inc equipment)



Norfolk Urchin



Norfolk Oyster



Norfolk Gypsy



Norfolk Smuggler 25



Norfolk Trader 45 & 65

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Shearwater

BY VANESSA BIRD

It was the brothers Francis and Roland Prout who designed the Shearwater catamaran, and in doing so launched the world's first production multihull, creating a whole new market within the sailing industry. Prior to their invention, which was launched in 1956, sailing catamarans were more commonly found in the islands around the Pacific, where they were used for fishing and transport. It was following some experimentation with two canoes that the 16ft 6in (5m) Shearwater was developed.

The brothers, part of the family firm G Prout & Sons, had been producing folding dinghies and canoes since 1935, and in the late 1940s experimented by lashing two canoes together with bamboo poles. Rigged with a simple lugsail and a jib from an International 14, the new boat proved surprisingly fast and caused such a stir that the brothers decided to build a racing version.

Shearwater I proved an immediate success. Crewed by the brothers, she won outright the 1954 dinghy regatta at Burnham Week and generated immense interest.

After some development, the brothers produced the slightly smaller Shearwater III, designed to be trailed behind a car. In 1956 they entered the first Cross-Channel Dinghy Race from Folkestone to Boulogne, and stormed to victory, beating many top sailors of the day, including Uffa Fox, by over an hour.

Publicity from the event secured its success, and by 1957 over 250 Shearwaters were on the water, built of ply by Prout at their yard at Canvey Island, Essex. The brothers continued to race the catamarans and proved to be formidable competition, with at least one of them achieving podium positions at most events.

It was the Shearwater's advanced design that proved the key to its success. With semi-circular underwater-sectioned hulls and slim lines it was able to slice through the



SHEARWATER CLASS ASSOCIATION

water quickly and efficiently, easily achieving speeds in excess of 20 knots, while still remaining manageable for most people to sail. It was the test-bed for many new ideas, too, being the first catamaran to sport rotating masts, high-aspect rigs, spinnakers, single and twin trapezes and trampolines.

Indeed, it is thanks to the Shearwater's initial design concepts that many of today's catamarans – the Dart, Tiger Cat, Hurricane, Storm and more – were developed.

The fact that it has always been a restricted class is also credited for its success and survival in a competitive market. Unlike many similar cats which are one-designs, the Shearwater allows a reasonable amount of tweaking and innovation within the class rules, so that although the original hull shape has remained pretty much the same, new ideas could be employed.

In 1987 a new GRP plug was produced, with slimmed hulls but the same overall beam. However, old boats remain competitive, while wooden boats are still being built, and proving successful.

Although interest has dwindled slightly since the 1980s, the Shearwater remains towards the front of its class.

Shearwater – still going strong

FRIENDLY CATS

The Shearwater Class Association has a good reputation for being a very friendly group, with a fantastic class spirit. At the Nationals, when one competitor's boat broke up during a race, fellow competitors helped him rebuild it overnight. There's also an emphasis on family fun.

MUSEUM CAT

Yellow Bird, the prototype Shearwater III, built in 1956, is now in the National Maritime Museum Cornwall.

ROUND-THE-WORLD CAT

G Prout & Sons was not only known for designing the Shearwater. The company produced a number of very successful catamaran designs, including *Rehu Moana* in 1964, the first catamaran to sail around the world.

TWO THOUSAND CATS

Sail numbers now stand at 2009 boats built since 1956.

CITY FREEMAN

Francis Prout was made Freeman of the City of London in 1979.

HULL MOULDS

The Shearwater's hull moulds are now owned by the class association, having been donated to it by the Prout family.

Shearwater Class Association
www.shearwater-asc.org.uk

SHEARWATER

LOA
16ft 6in (5.1m)

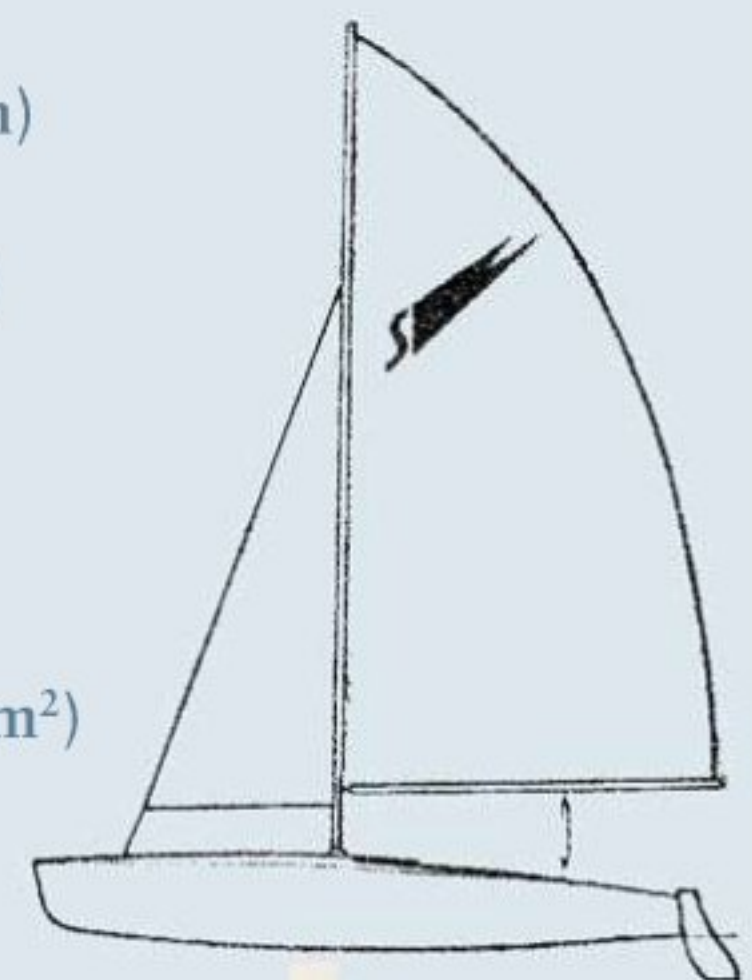
BEAM
7ft 6in (2.3m)

DRAUGHT
7in/2ft 7in
(18cm/79cm)

SAIL AREA
163sqft (15.1m²)

DISPLACEMENT
163lb (83kg)

DESIGNERS
Francis and Roland Prout



Getting afloat

KITTY, LADY DAPHNE, BETULA

Three Thames sailing barges

If you've always hankered after being the owner and skipper of a Thames barge, now could be the time – broker MJ Lewis in Maldon, Essex, has no fewer than three on its books. Thames sailing barges open up many possibilities – as liveaboards, charter vessels or for sailing, as they were designed to do with crew of just two.

The oldest, **Kitty**, at 82ft (25m), was built in 1895, one of the 37 built by J & H Cann in Harwich, this one to carry cargoes of grain in the North Sea, a trade she plied until 1938. She's undergone much work in the last decade and is now thought to be one of the finest of her type. She's heavily built of pitch pine on oak and is being sold as an ongoing charter business with existing bookings. Her accommodation consists of ten berths in five cabins. Lying Essex, £250,000.

The biggest of the three at 91ft (27m) is **Lady Daphne**, built of pitch pine in 1923 by Short Bros Ltd in Rochester, Kent, and restored massively since 1996 in a continuing programme. During her winter 2010 refit much of her port side was replanked with new. Like **Kitty**, she races competitively in the East Coast

barge matches, races under sail that are pre-dated only by the America's Cup. She's also MCA coded, so ready to charter. Lying London, £175,000.

Betula is a steel Dutch barge, built by Gideon in 1924 in Groningen, Holland, and converted to a Thames barge later in life. Like the other two, she'd suit many roles, but would need MCA coding for charter work. She's slightly smaller, at 77ft 5in (23.6m), sleeps eight in three cabins and has the potential for a large saloon in the main part of the cargo hold which is as yet unconverted. Lying Ipswich, Suffolk, £175,000.



Above: *Lady Daphne*, built 1923
Right: *Kitty*, built 1895



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NORFOLK

Who'll restore rescued 1898 Broads yacht?

When Broads yachtsman Andy Hilton heard they were going to burn the 1898 *Vixen* (right), a 28ft (8.5m) counter-sterned Broads yacht designed and built by H Press, he knew he had to act. Andy has already rescued her sister ship *Damsel* (left) in a restoration job that took many years and about £50,000, so he wasn't going to let *Vixen* slip away. She's now sitting on Andy's front drive in Norfolk, waiting for the right saviour. Andy doesn't want any profit from *Vixen* but would like to see £1,000 back, less than he has spent on transport and storage so far. If you're in the market for restoring a very special 114-year-old Broads boat with much of her history intact, get in touch!



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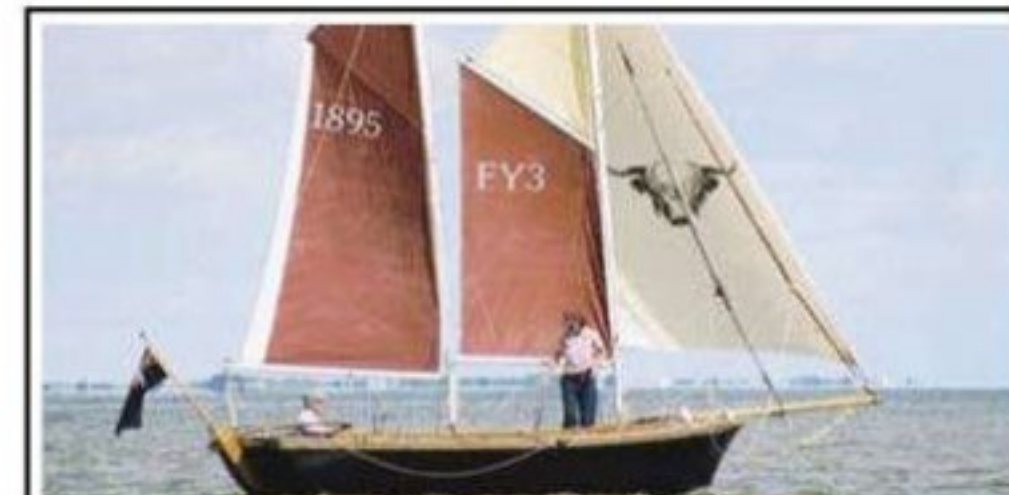
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88 ft Baglietto Marconi Ketch 1928

From the board of Vincenzo Baglietto and built by his yard, SINCERITY, originally JANUA, could be billed an Italian masterpiece. A fast comfortable cruiser; her cutaway forefoot and Bermudan rig original sail plan make her fast and able and her unusually high bulwarks; safe and dry. The interior is mahogany with birds eye maple inlays, incredibly beautiful - exactly as one would expect from a yacht built in Italy during this period - well suited for an owner's party of 5 with accommodation for 4 crew.

\$1,120,000 USD VAT unpaid

Lying Caribbean



62 ft J M Soper, Philip & Son Cutter 1929

Joseph Soper is best remembered for the legendary fast schooner SATANITA and a "fair turn of speed" is noted by the yachting press of 1929 for this creation by Philip and Son from another of his designs. Conceived as an able sea going cruiser; at 62 foot on deck she's the perfect size for a family yacht of this vintage. In impressive condition and a considerable beauty, her forte is in the sheer practicality of her layout, rig and accommodation - to which her ownership by the same family for more than 40 years is testament enough.

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Lying Italy



60 ft Gannon & Benjamin Schooner 2001

Designed by Nat Benjamin, REBECCA of Vineyard Haven built by Gannon & Benjamin of Martha's Vineyard has all the attributes of a thoroughbred schooner; beautiful yet immensely sea kindly; combining the honesty of a traditional design and build with being 'new'. Her great strengths lie in purity of design with attention to detail in her construction. She has sailed the Caribbean and the Mediterranean; participated in classic regattas and is one of a small elite group of yachts aptly classified by the BCYC as 'New Classics'.

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Lying East Coast USA



59 ft Charles E Nicholson Gaff Cutter 1892

The beauty of MARIGOLD's Victorian straight stem and long counter stern doubtless inspired her rescue by Greg Powlesland. That he in turn persuaded her present owner to resource completing the project is testament to her worth as one of the premier classic yachts afloat today. Attention to period detail and the skilful application of traditional materials has regenerated this magnificent yacht providing enormous pleasure both to him and his guests over the 25 years of his ownership.

€550,000

Lying France



59 ft Herreshoff New York 40 Bermudan Cutter 1916

As a "Fighting Forty" ROWDY has dominated her class in classic regattas. Meanwhile as the cruiser for which the class was principally designed, her sister RUGOSA flew the flag in 2001 to voyage some 26,000 miles to the Americas Cup Jubilee. Authentic and her condition hard to fault, ROWDY today personifies the total versatility of this design - one of very few as capable from any era.

€1,150,000

Lying France



58 ft Laurent Giles Yawl 1952

Designed by Laurent Giles for Lloyds Yacht Club of London and built by Camper & Nicholson to exploit the American Rule (CCA) at a time when racing in America was very competitive - LUTINE OF HELFORD is harmonious in every line and would rest easy on the eye of a yachtsman from any era. Painstakingly rebuilt in her current ownership; she has proved to be handled very easily by just two cruising - and classic raced with a full crew.

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Lying UK



45 ft Sparkman & Stephens Sloop 1970

Built in Trieste in 1970 by Astilleros Mariano Craglietto - It was certainly a different era when a yacht this beautiful raced round the World in the first Whitbread Race - GUIA finished 5th! S&S seemed able to blend the CCA and the then blossoming IOR Rules into capable and fast boats with good looks as a by-product. Testament to her fine pedigree, GUIA is a wonderful family cruising boat and races successfully on the Mediterranean Classic Circuit.

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Lying Spain



43 ft Sparkman & Stephens Sloop 1963

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£125,000

Lying UK



37 ft Sparkman & Stephens Sloop 1966

An iconic race winner by any standards - her reputation and capabilities are an inspiration to all with racing in mind and it is notable that CLARIONET along with her sister ROUNDABOUT figure - as the "Terrible Twins" in Olin Stephens's "LINES a half century of yacht designs" - with particular reference to the pioneering - and successful use of separated rudder and keel. CLARIONET is in sound condition and with very few changes to her original trim.

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27ft Tomahawk Sloop, 1962
Guy Harding built in Wivenhoe, Sole diesel.
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Essex £19,950



27ft Vertue V113, 1961
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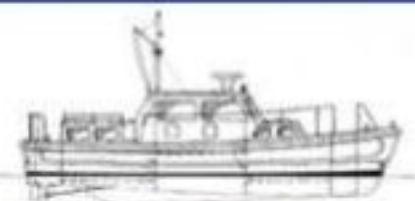


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Gaff Cutter 44'+bowsprit x 13'x7'6" A Luke Powell Isles of Scilly pilot cutter, 2006. Robust build, larch planking, oak frames, bronze screws, lead keel, solid hardwood deck. Beta 62hp engine. 9 berths. Current Code Certificate. Fine condition with a 5 year charter history.

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35' Rummer Yawl, built Whistocks, 1958 for designer Kim Holman. Pitch-pine hull, iron keel, easy maintain sheathed deck, varnished teak coach-roof and cock-pit. Varnished masts. 2005 diesel. 4 berths in very nice interior. Extensive upgrading in present long ownership. If you want to be sure, buy the yacht the famous man designed for himself!

Suffolk £29,950



Holman 28. A larger sister to the Holman Sterling, built 1962. Larch planking, ply deck, ally mast, new Nanni diesel. 5 berths, separate heads, head-room all through. An ideal small, economical cruising yacht, bigger than her dimensions imply.

Only £15,000 Kent.



39' Windfall Yacht, Abeking and Rasmussen in 1938. Mahogany hull, grown oak floors with a few s/s straps. Teak deck, varnished mahogany coach-roof. Original rig on varnished mast. BMC diesel. 4 berths. Much restored in present 40 year ownership. A classically elegant yacht.

UK £29,950



39' 16TM Hillyard ketch. 1973. Iroko hull. Rebuilt 100hp Perkins. Varnished masts. 7 berths. 2 heads. 6'3" head-room. Caribbean cruise with 1st owner, Med with second owner. Recent partial refit including engine rebuild, rewired etc. Interior clean-up required, hence only £26,500

Hants



47' John Alden schooner built Mass. USA 1922. Yellow pine hull, teak deck, lead keel. Bermudian schooner rig on alloy masts, 1200sq' sail. Perkins 4236 85HP. 5 berths. Separate heads. 6' + head-room. Major US refit in 1986. A fast boat with a great race history.

UK £38,000



Amethyst Bawley 24'+10' bowsprit x 8'9"x 3'6". An almost new and unused boat, intended as the first of a class. Professionally built in 1996. Stripplank epoxy cedar, lead keel, teak deck. Lombardini 17hp diesel. 4 berths in surprisingly spacious interior. Laid up for 2 years, very tidy but needs a little TLC to recommission.

A snip at £14,500 ono Worcs.



37' Gaff cutter. Rare Bellchambers design, built by Gostelows1936. Robust construction, larch hull, pine deck. Powerful rig. Lister diesel. 3 berths. Wood burner. Bags of character, very tidy ready for the summer regattas.

Sensibly priced at £26,500 Hants

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Tillingbourne - one of the cutest of the old TC launches in great condition, perfect for the year round riparian owner.



Carician - A 40ft Bates Starcraft, the last traditional teak hull from the famous Chertsey yard, generator, two fridges, Volvo Penta engines, flying bridge.



Lillie Langtry - A unique Frolic 31. GRP hull with a large bespoke wooden cabin and clerestory, comfortable interior including a head.



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RESTORING PATNA PART TWO

Hull and deck

Greg Powlesland and team get stuck into fixing the fundamentals on his 55ft 1920 Nicholson yawl

It is late October 2006 with *Patna* safely under cover in a workshop at Gweek Quay boatyard. Now her elegant underwater lines can be seen, explaining the almost fervent enthusiasm previous owners have expressed about her seakindly performance.

However, this perfect hull form is but a bundle of hundreds of pieces of wood, clenched and screwed together by thousands of fastenings. In old age these deteriorate, allowing fractional movement with the tell-tale signs of planks lying slightly out of line. The only cure is refastening, a monumental task, with three out of four breaking off at the head when we attempt to renew them.

This exemplifies restoration work: overcoming what appears to be impossible and fastidiously attending to every detail, so that original material may be retained, while finishing up with a completely sound hull.

With broken fastenings, for example, each one must be drilled out using a special tubular toothed device that cuts around the embedded shank until it comes away. The hole must then be plugged before a new screw or dump is driven home. For through fastenings, punching out is an option. If the wood is too riddled with holes or rot, it may require replacement.

Patna needed extensive refastening, particularly her plank ends and her 38 galvanised floors, straps and knees. She also required 24 new oak lower futtock frames, a renewed sternpost, a couple of short sections of deck beam and a single 4ft (1.2m) length of hull plank. All of the keel, deadwood and stem structure was found to be sound, as were the beam shelves – the bilge stringers too, though these had to be sprung and refastened to facilitate the framing work.

David Walkey, under surveyor David Cox, was responsible for the technical aspects of the hull restoration, while we would look after the design and aesthetics, the interior work, new deckhouse and rig.

The huge 1950s deckhouse was removed by Richard Barnet, an old friend who took over my post in running the boatbuilding school at the maritime museum in Falmouth. He recommended first-class students Paul Merrington and James Batten, whom we employed on the project along with Andrew Massey, shipwright. The team also included Chris Jones and shipwright Mark

Stainer during the replacement of frames and floors.

One of the prime causes of failure in the framing of these early yachts is due to the practice of pairs of frames being joined together by steel bolts while the planking is copper fastened, the ensuing electrolysis causing deterioration of the frame around the steel. Tollesbury shipwright 'Mouse' and Fred Lockwood, the previous owner, had devised various ways of counteracting this problem, insulating fastenings with Tufnol washers and constructing a sort of ring frame in steel girders around the mast step and up to the shroud plates. This we removed and Paul had the unenviable task of taking out the old Perkins engine and cleaning up the oily bilge area.

NINE TONS OF LEAD

Mr Walkey advised refastening the floors with longer bronze bolts because the previous ones were so deeply bedded in the planking that the structural integrity of the garboard area was endangered. With over 9 tons of lead bolted underneath these floors, the bolts pulling through the planking would be disastrous, and, at the very least, any movement would cause leakage in a seaway. Thus the existing holes were plugged and the longer bolts shallow-bedded instead. Some of the floors were

rusty, requiring welding, sand blasting, re-galvanising and priming, before being re-bedded into the hull and fastened securely to the new copper riveted frames.

A new Beta 5-cylinder 62hp diesel engine was installed aft, powering twin hydraulic folding props and an anchor winch.

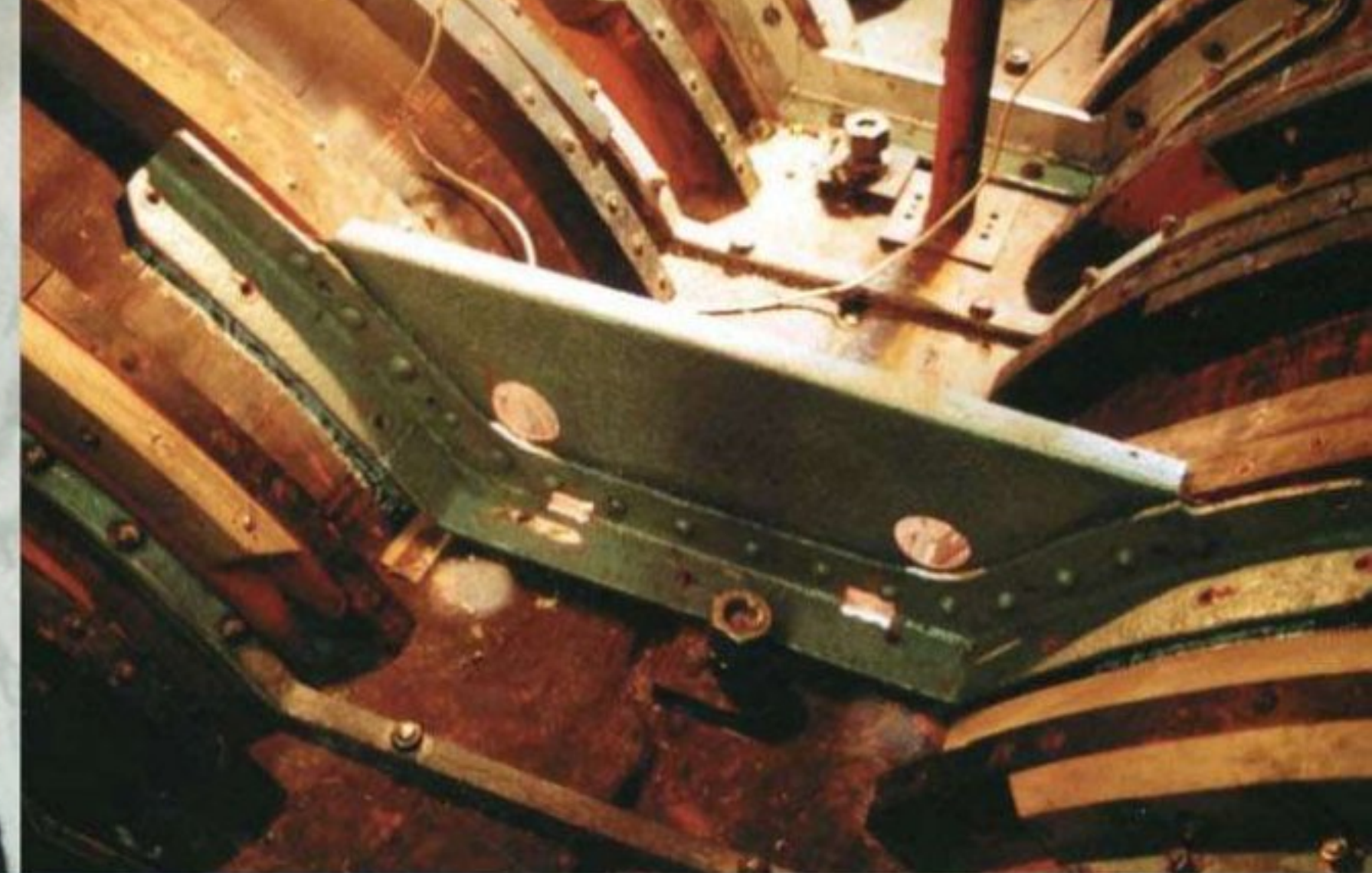
Then, after repairs to the deck beams and lodging knees, every surface of the interior was scraped, sanded, primed and undercoated by Ken Hays. Finally, the bilge area was painted with Danboline and the tanks reinstalled, the cabin sole bearers now comprising 50 per cent renewed timber.

Most of the hull planking required splining. By gluing the pitch-pine splines to only one edge of each plank, a narrow caulking seam could be retained while allowing a tight fit on the inside of the hull. When caulked up and payed, this gave the hull a ring instead of a dull thud when tapped with a mallet.

“Overcoming
what appears to be
impossible”

Below: *Patna* on
last month's cover





PHOTOS C/O AUTHOR; PHOTO OF GREG POWLESLAND BY TOM BENN

The teak deck was a conundrum as it was worn, but with a perfectly sound 1 $\frac{1}{8}$ in (28mm) thickness remaining. We decided to lay another thin layer of teak over the entire deck, to stiffen the structure and eliminate the many leaks. This was achieved using a Sikaflex bedding compound, staggering the seams clear of those beneath.

Patna's bulwark rail undulated incongruously, requiring challenging repairs in order to get it back into reasonable shape by eye.

Meanwhile we had designed and cut the teak for the new deckhouse six months before, and credit is due to Robin Watson who undertook the building of this very complex piece of joinery over a period of many weeks.

Mr Walkey excelled in the rapid execution of new cockpit coamings and sail hatch, while Andrew burrowed in the self-draining cockpit, rebuilding the framework which we had adapted by designing a lifting hatch to give access to the rear of the engine and hydraulics etc below.

Once we had replaced the badly shaken outer part of the sternpost (sealing the old leak that had shown up on our delivery trip), refitted the rudder, refastened the through hull fittings and inspected the keel bolts, which Mr Cox deemed sound, the hull work was mostly complete. 🌐

Next month: *The Interior*

From top left:
Gluing the splines – held in place by wedges; one of the restored floors; deck restoration; owner-restorer; cockpit and new deckhouse; replacing the rudder; some of the thousands of extracted nails



SERIES 3 Wood finish update

Richard Hare reports back after another year under the sun

Summer 2011 was a typical British summer nowadays – after a sunny and particularly dry spring it proved underwhelming albeit with little rain, and was followed by an Indian summer for a welcome blast of autumnal UV.

All of the nine proprietary wood finish products that went up on the test rig in Spring 2009 were accredited a CB Pass last year – see CB273. (We also tested a ‘wild card’ – a home-brew composite made up of epoxy base coats and 2-pack varnish top coats; it didn’t fare very well, and has now been withdrawn as it did not, we felt, fairly reflect the virtues of either of the component products – don’t use epoxy as varnish!)

A wood finish gains a 1-Star Pass if it withstands 18 months of exposure without the integrity of the finish rupturing or eroding. This means it comfortably outlasts

the usual 12-month maintenance cycle. The objective of this subsequent year of exposure has been to see which of them would go on to achieve a 2-Star Pass.

The rig faces SW onto a Suffolk estuary. Condition is evaluated by simple ‘naked eye’ assessment. Iroko is always used as, like teak, its oiliness is known to make it tricky. The cruel corners of each test piece challenge the products and thus provide a means of accelerated ageing, as well as indicating how a product might cope with the seasonal movement that occurs at, say, mitre joints.

It follows therefore that a product that ‘fails’ at, say, 3 months would not be expected to do so on a properly rounded 1/4in (6mm) radius corner, or larger. Indeed, we frequently keep products up on the rig after the their corners ‘fail’ because they often have a lot more useful information to yield.

Above: Coelan (see p80) on teak – MY *Gralian* off Menton, on the French Riviera



Nine product comparison table

PRODUCT	DESCRIPTION	COATS (1)	COVERAGE (2)	COST/LITRE (3)	COST m ² (4)	DAYS TO APPLY	RESULTS 30 MONTHS
SINGLE-POT CONVENTIONAL VARNISH							
1 Jotun Penguin Ravilakk	Alkyd-based with Chinese wood oil, synthetic amber and 'other materials'	5	16	18.20	5.68	5	✱✱ PASS
2 Seajet uv	Phenolic alkyd base with tung oil and 'traditional ingredients'	5	12	18.37	7.65	5	✱ PASS (distinction)
3 Nauteco Coma Bernice	Alkyd-based	5*	10	28.96	14.48 (8.68)	5	✱✱ PASS
TWO-PACK VARNISH							
4 Seajet Polyurethane Gloss	Hard polyurethane + catalyst	4	16	35.68	8.92	1	✱✱ PASS
FLEXIBLE POLYURETHANE							
5 Uroxsys	Topcoat aliphatic flexible PU Used with Uroxsys primer	5 1	12 15	30 18	13.70 (5)	2	✱✱ PASS
EXTERIOR WOODSTAIN STANDARD (50%) SOLIDS							
6 Sikken Cetol Marine/International Woodskin**		3	16	25.20	4.73	3	✱✱ PASS
7 Sikken Cetol Filter 7		3	16	17.50	3.28	3	✱✱ PASS
EXTERIOR WOODSTAIN HIGH (75%) SOLIDS							
8 Sadolin Ultra with base coat	Base coat Ultra	1 2	13.5 13.5	12.04 16.71	3.37 (6)	3	✱✱ PASS ✱✱ PASS
9 Sadolin Ultra	Ultra only	3	13.5	16.71	3.71	3	✱✱ PASS

Table notes

- (1) Primer(s) included where applicable.
 (2) Claimed m²/lt on a single coat basis.
 (3) Cost per litre (£), 2009.

- (4) Based on the number of coats given in column 1.
 (5) Based on £12.50 (aliphatic) and £1.20 (primer).
 (6) Based on £0.89 (base coat) and £2.48 (Ultra).
 (7) Based on £6.66 (epoxy) and £6.56 (2-pack).

- (*) Manufacturers suggest 3 to 4 coats; this would bring down the cost per m² to as low as £8.68.
 (**) Sikken Cetol Marine is now (from 2011) rebranded as International Woodskin; Filter 7 is unchanged

1 JOTUN PENGUIN RAVILAKK  <p>App Five coats, the first thinned about 30% with white spirit, the second given a light de-nibbing with 400 grade paper. The five-coat application spanned five days. 30 months Totally intact on surface and all four edges. It has however lost its gloss, which has become a low level sheen. To retain gloss a fresh top coat should perhaps be applied as soon as possible afterwards.</p>	4 SEAJET POLYURETHANE GLOSS 2-PACK VARNISH  <p>App The 6-coat system spanned two days. Since no evaporation is involved this application will have a significantly higher build than solvent or water-based finishes. Coats were applied at 20min intervals, wet on wet. 30 months Totally intact on surface and all four edges. It retains a high gloss.</p>	7 SIKKENS CETOL FILTER 7  <p>App Three coats, the second de-nibbed lightly in preparation for the third coat. The 3-coat system spanned three days. 30 months Intact on surface and three edges; lower level of sheen than Cetol Marine. Budget (DIY shop) alternative that will be fine on traditional workboats where a high gloss finish isn't so appropriate.</p>
2 SEAJET UV VARNISH  <p>App Five coats, the first thinned about 30% with white spirit, the second given a light de-nibbing with 400 grade paper. The five-coat application spanned five days. 30 months Intact on surface and three edges but a small, recent fissure along the top edge, with a small amount of detachment. High level of gloss.</p>	5 UROXSYS FLEXIBLE PU  <p>App Primer applied in warm conditions and allowed to cure overnight. Five coats of Marine Aliphatic (top coat) applied at 2-hour intervals, de-nibbing third coat. Six-coat application takes one to two days. 30 months Totally intact on surface and all four edges; retains a high gloss and a light nutty tint.</p>	8 SADOLIN ULTRA TWO-TIN  <p>App Three coats: one Ultra 'base coat', two Ultra top coat. Second coat de-nibbed lightly. Three-coat system took three days. 30 months Totally intact on all surfaces; retains a high level of sheen and good translucence. It has the best level of sheen/low gloss that we've so far found in an exterior woodstain.</p>
3 NAUTECO  <p>App Five coats, the first thinned about 30% with white spirit, the second given a light de-nibbing with 400 grade paper. The five-coat application spanned five days. 30 months Totally intact on surface and all four edges. It retains a high gloss.</p>	6 SIKKENS CETOL MARINE (now International Woodskin)  <p>App Three coats, the second de-nibbed lightly in preparation for the third. The three-coat system spanned three days. 30 months Totally intact on surface and all four edges. Level of sheen not degraded, although not comparable to the gloss retained on the best two of the varnish test pieces in this series.</p>	9 SADOLIN ULTRA SINGLE-TIN  <p>App Three coats (Ultra topcoat only), the second de-nibbed lightly. Three-coat system spanned three days. 30 months Totally intact on all surfaces; It is performing exactly the same as the 2-tin version. It retains a high level of sheen, and good translucence. Like the two-tin version, an extremely worthwhile budget option.</p>



Far left: Good maintenance can take less work with the right product
Left: The warm glow of conventional varnish on oak

CB ‘Pass’ products and their star rating

This isn’t a list of all the candidates; only ‘Pass’ products are listed:

Product	Stars (*)	Test ongoing?	Cost, applied (by type) ²
CONVENTIONAL VARNISHES			
Prima varnish	**		Low
Epifanes varnish	**		
Skippers Starwind UV varnish	**		
Hempel (Blakes) Classic varnish	***		
Le Tonkinois organic varnish	**(*)		
Jotun Ravilakk	** to date	Yes (Series 3)	
Seajet UV	**(*)		
Nauteco Coma Bernice	** to date	Yes (Series 3)	
TWO-TIN VARNISH			
UV-Tech two-tin varnish	**		High
WATER-BASED WOODSEALER			
Burgess Hydrosol water-based woodsealer	*		Very low
EXTERIOR WOODSTAIN			
Sikkens Novatech ext’ woodstain	****		Very low
Sikkens Cetol Marine (International Woodskin)	** to date	Yes (Series 3)	
Sikkens Filter 7	** to date	Yes (Series 3)	
Sadolin Ultra (two-pot)	** to date	Yes (Series 3)	
Sadolin Ultra (single-pot)	** to date	Yes (Series 3)	
TWO-PACK (CATALYSED) VARNISH			
Skippers Poliglass/Acriglass two-pack varnish		**(*)	Moderately low
Seajet Polyurethane Gloss	** to date	Yes (Series 3)	
FLEXIBLE POLYURETHANE			
Coelan flexible polyurethane	****(*)		Very high
Uroxsys	** to date	Yes (Series 3)	

***The Star rating**
The Star rating works as follows. All star-rated products are also CB ‘Pass’ products.
* Excess of 18 months exposure on the test rig ** Excess of 30 months *** Excess of 42 months **** Excess of 54 months (*) Distinction – narrowly missed the next star
(z): Based on price, coverage rate and number of coats required.
For more information on these products, see the relevant launch features in CB March 2004 (Series 1), CB April 2008 (Series 2) and CB May 2010 (Series 3)

SERIES 2: RESULTS AFTER 4½ YEARS

3-Star pass for Hempel

Out the two Series 2 products that achieved CB 2-Star Passes (30 months), UV-tech, the Danish alkyd/tung oil coating, and Hempel (Blakes) Classic, only one, the Hempel Classic, made it through the next gate, at 42 months, thereby achieving its 3-Star Pass, the first conventional varnish to do so.
It didn’t make it to the 4-Star level, though at 54 months Hempel Classic was still looking pretty good. It has become frail and speckles of grey wood are just perceptible along the edges and in places on the surface. These are most noticeable when wet. Nonetheless it retains an impressive gloss for a product that has been exposed for so long. As a well-established marine wood finish, it appears to be capable of delivering at least two years of maintenance freedom in temperate latitudes.

SERIES 1: UPDATE AFTER 8½ YEARS

Two 4-Stars stick it out

When we commenced these tests back in 2003 we never dreamt we’d still be reporting on the first batch 8½ years later. In 2008 we announced our joint winners from this series, the high-solids exterior woodstain Sikkens Novatech and the flexible polyurethane Coelan. They both achieved the highest result to date, notching up 4 Stars. With Series 2 now concluded, this continues to be the highest bar to date.
Coelan had the edge on Novatech as it retained a good level of gloss and translucency, and it still does! For this it was awarded a distinction star.
Like austere masters of all they survey these two warhorses remain up on the rig, challenging their successors, because – simply – they won’t go away. Sure, they failed along their sharp edges four years ago but beyond that they carry on undaunted, the defect at the sharp upper corners having not spread much further.

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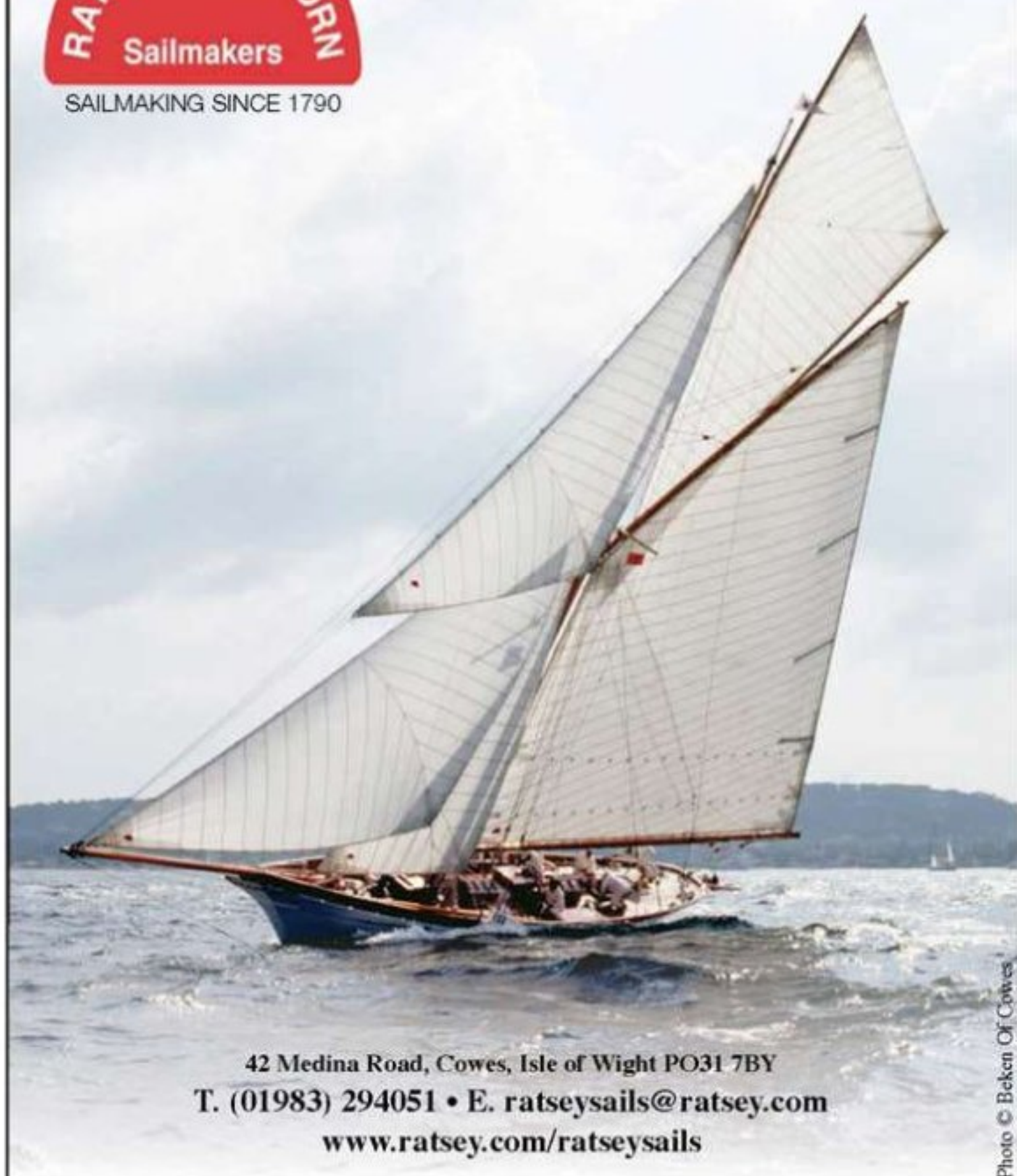
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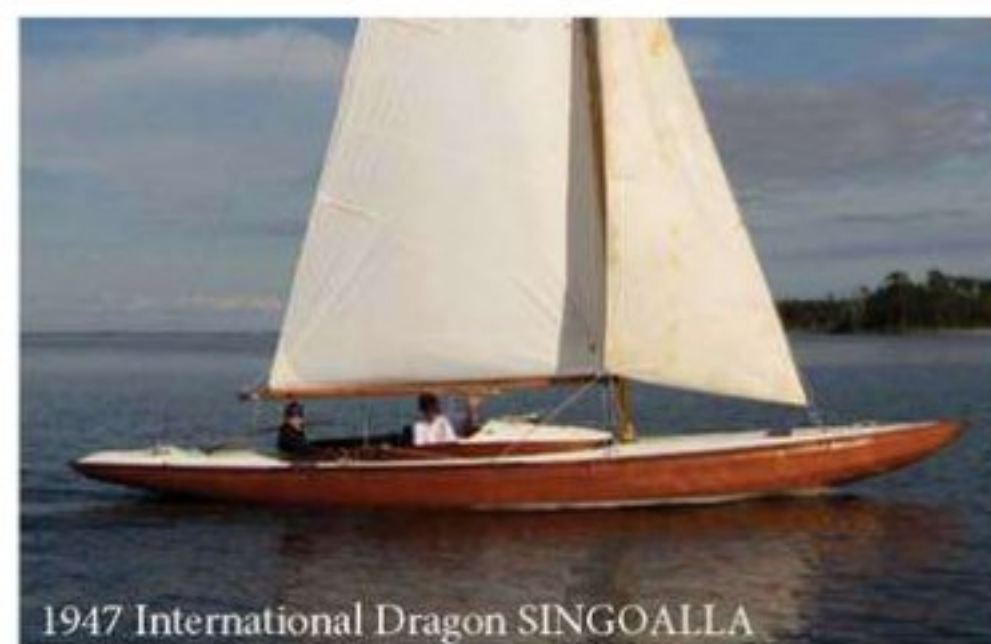
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CHARLOTTE WATERS

The apprentice...

...mine or his? wonders Adrian of the well-qualified new boy

The time for lengthy emails in a warm room in front of a computer screen, is over. Time for the tools... Thus ended my last month's chronicling of the vicissitudes of a small wooden boat builder.

Since then the emails and the conversations with my owner have, if anything, got lengthier. No matter: thinking is a vital part of the process and also keeps me away from the shed on cold, windy days like today.

Thinking time is not time wasted. It takes every waking hour to get my head around a new boat, and this – an Iain Oughtred Arctic Tern, less a foot or so – is no exception. It entails relofting the stem and stern, and cutting down the sheer. And because construction is to be traditional, I can pretty much discard all Iain's meticulous drawings relating to epoxy and p**wood.

That leaves a lot of head scratching: viz, how to build-in rocker with a solid, deepish keel; whether an offset centreboard (offboard?) or daggerboard would make sense and how to frame it to give the stiffness needed to carry a contemporary gunter rig.

As luck would have it, I may not need to hurry down to the old milking parlour every day at dawn to chip the ice off the windows, for I have acquired a partner, one



name to his one (ha!). But that's about it; for in every other respect he is more than my equal and can put an edge on a blade that you can shave with. He is both meticulous and fast (a good combination) but mostly it will be good to bounce things that I used to bounce back and forth in my head against another head, instead.

The only problem is: it is taking a bit of time for me to convey in words to Mattis what I would normally bounce around internally in a discombobulated kind of way, as in: "You know, Mattis, I was thinking of maybe, you know making the keelson thingy a bit deeper and, maybe, you know, the outer keel bit, where it meets the stem, kind of scarphing it. Then again, we could always make it one piece and, perhaps laminate..."

Having worked alone for so many years, it will be interesting to see how it pans out. On the other hand I might just let him loose and sit back in the armchair in

the executive suite at Viking Boats International's palatial premises, light a fat Havana and have a good long think. Tell me though: can I charge for thinking time?

"It takes time to convey in words what I used to bounce around internally"

SWANAGE, DORSET

Buzzards Bay 15 under way at Summerwine

A Buzzards Bay gaff-rigged day racer designed by Nathanael Herreshoff at the height of his powers in 1898 is in build by classic boat enthusiast Pete Sedgwick at Summerwine Boats in Swanage, Dorset, writes Barry Pickthall.

The 24ft 6in (7.5m) Buzzards Bay 15 was the second of Herreshoff's one-design classes and, adopted first by the Beverly Yacht Club in Marion, Massachusetts, USA in 1899, became a popular design during the early part of the 20th century.

The Herreshoff Manufacturing Company built 91 of them between 1899 and 1927 and fostered variations for different clubs: the Newport 15 drew 6in (15cm) more with its centreboard down; and 11 Watch Hill 15s for the Watch Hill Yacht Club had a Marconi rig. The hull was designed under the Length and Sail Area Rule. Of the 91 built, only 20 are still sailing.



Barry Pickthall

Above left: Pete Sedgwick at work on the first Buzzards Bay 15 to be built outside America

Pete Sedgwick, who built a Herreshoff 12½ a year ago, was looking for a new challenge and came across the Buzzards Bay 15. He contacted the curator of the MIT Hart Collection which holds all Herreshoff's designs and found they had the original set of handwritten offsets with a part of the plans and elevations. "The design is fast, stiff and responsive. The design is fast, stiff and responsive. It's a beautiful boat just waiting to be built," enthuses Sedgwick.

Alaskan yellow cedar has been selected for planking on English oak ribs and floors. The stringers are all in Douglas fir as on the original plan, and her deck will be either marine ply or cedar, but laid in the traditional way to retain the original shape. "The finished deck is canvas covered, so ply seems an acceptable compromise," says Sedgwick.

The launch date has been set for June this year.



BRIXHAM

New deck for Leader

Work to re-deck the largest (105ft) and oldest (1892) Brixham trawler *Leader* was finished late February. It also involved deck beams, beamshelf, bulwarks and stanchions, and was carried out by boatbuilder Bob Cann and team with *Leader* afloat in the inner harbour. Her sheerline was restored at the same time: use of bottlescrews rather than deadeyes has caused deformation around the chainplates. *Leader's* owner, the Trinity Sailing Trust, hopes to have her ready for this year's Brixham Sailing Week, starting 26 May. Next on the job list is the interior.

ROCKPORT MARINE, MAINE, USA

Top yard reveals tricks of the trade

Rockport Marine has launched a blog chronicling the restoration of several yachts throughout 2012. The blog, by Rockport builders and designers, is called "No Greater Passion for the Craft" and is online at rockportmarine.blogspot.com.



Among the current posts is a step-by-step illustration of the design and production of blocks for the 83ft (25.3m) Fife III gaff schooner *Adventuress*, using CNC routers and 3-D printing. From the initial CAD and Rhino designs to the resulting parts generated overnight by a UV laser beam and liquid polymer, the fascinating process demonstrates the 21st-century thought processes and methods that are behind some of the world's most beautiful classics. Also on *Adventuress*, you can see how the boat's pipes and wires are hidden between hull and ceiling. Elsewhere, there is the story of a visit to the model room of the New York Yacht Club; it's a mixed bag here.

Suggestions for content can be offered through the blog, via the Facebook page, or through email at info@rockportmarine.com.



LOCHGILPHEAD, SCOTLAND

First Oban Skiff for more than 100 years launched

A traditional fishing boat, the first of its kind to be built for more than a century, has been launched on Scotland's West Coast. Once a popular sight in the open waters and inshore sea lochs of Argyll, the 18ft (5.5m) long wooden Oban Skiff was the mainstay of line fishermen operating from beaches along the rugged West Coast during the late 19th century.

Now, based on designs of an original vessel built 126 years ago and recorded by historian Phillip Oke in 1936, a new version of the skiff has been built by A & R Way at

Lochgilphead. "I have had a boat like this in my mind for some years as a possible stock design. When I came across this drawing she was so beautiful and so similar to what was in my mind that it has spurred me on to do the build," said Adam Way.

The new larch-on-oak boat is 18ft 4in (5.6m) with 192sqft (17.8m²) of sail. Modern additions are a centreboard and Torqeedo outboard, buoyancy and a small foredeck for storage. This traditional design is Adam's answer to a traditional trailer-sailer/raid boat for the 21st century.

Above: L to R, Rosalind Way and Adam Way, Mike Dyer (boatbuilder), William Leitch (sailmaker)... and the Skiff under sail

NORFOLK BROADS

Buttivant rebuilding Broads cruiser

The 1958 Broads motor-cruiser *Tzigane* is being restored at Buttivant Yacht Builders in Ludham, Norfolk under the watchful eye of Colin Buttivant. She has pretty much been rebuilt, according to owner Robert Moore, with her decks and some deck beams replaced.

"In some places we have had to go three planks down on the hull from deck level to remove wet timbers," he adds. New windscreens have been fitted and both sides of the wheelhouse have new timber let in. The entire superstructure has been scraped back and varnished.

All the chrome work has been off and re-chromed. Stanchions and handrails have been off and had metal plates fixed inside the decks, making them rock solid. She is also rewired with a new electric fridge,



and the water system pressurised with new pipework and taps. The heads compartment has had a new baby Blake WC and the interior will get new carpets, upholstery and curtains. Her launch date has been set for early March. *Tzigane* was built by Jack Powles of Wroxham.

Above: Tzigane in Colin Buttivant's workshop



BRISTOL, RHODE ISLAND

A teak skylight

Seth Hagen at East Passage Boatwrights in Bristol RI oversees Terry Bach clamping a dovetailed 'mandala' skylight for Bruce King's *White Hawk*, an ode to the famous *Ticonderoga*. It will act as a chandelier to the boat, a King trademark. *CM*



MARTIN SMITH

LATITUDE 46 Home of the Tofinou phenomenon

Since Christian Iscovici bought the yard, the swing-keel dayboat has expanded into a range of four – soon to be five – models. *Martin Smith* went to see him



Above: At the Latitude 46 yard in Île de Ré
Opposite, top: Design drawing of the forthcoming 16-metre. **Left:** Owner Christian Iscovici

Since its move into production in 1989, France's Latitude 46 yard – celebrating its 25th anniversary this year – has maintained a name for producing classically-inspired GRP craft. Initially there was the 7m (23ft) Tofinou, of which some 230 have been built so far, but the range now spans four models with the addition of the 8, 9.5 and 12-metre hulls.

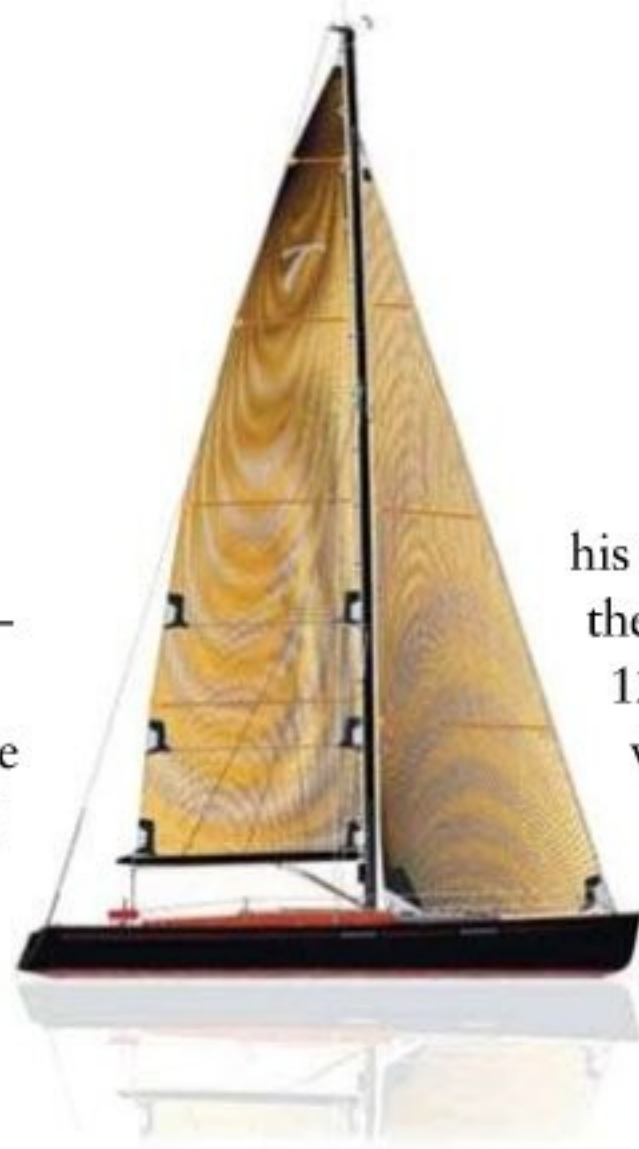
With each new design the lines and spec have become more advanced and modern, culminating in 2009 with the 12m (39ft 6in) Tofinou, a lightweight, carbon-toting flying machine that apart from the name retains barely a semblance of the original cute little daysailer. And later this year, in the summer, the first of the new Tofinou 16s will be launched.

Much of this development has taken place under the guidance of the man who now owns the factory, Christian Iscovici, who is no stranger to production boatbuilding. As president of Beneteau's US arm, he set up the French manufacturer's American production operation, building it in seven years from nothing but open land to a factory employing 160 people and turning over many millions of dollars a year.

After leaving Beneteau, though, he thought that he might indulge himself in a different style of boatbuilding, by acquiring this mid-sized, classically inspired company. And, 18 years after building his first Tofinou, Latitude's founder, Philippe Joubert, was ready to sell.

Since Christian took over the Latitude yard from Philippe and his wife Pascale in July 2007, he has certainly not been blessed with an easy ride. Financial conditions (the massive, global economic downturn), climactic conditions (an unprecedented tide that flooded Latitude's home island, the low-lying Île de Ré) and a boating market in decline, have conspired to bring him one headache after another, but Christian is well aware that building boats on the scale of the Latitude operation takes as much knowledge of finance and solid business practice as it does design and materials.

Philippe no longer has anything to do with the business, but his brother, naval architect Michel, through



his company Joubert-Nivelt, is still producing the designs for new craft. The concept for the 12-metre Tofinou, and indeed the new 16, which is a scaled-up version, comes from Christian's mind, but the drawings and design, in keeping with the older models of both sailing and motorboats are from Michel Joubert's pen.

Christian describes himself as, "more of a boat lover than a boat builder," But in saying this, he is, charmingly, doing himself a disservice: he seems well up to the task of getting the business model just how he wants it. He has been far from idle in putting Latitude on a footing that he believes will allow it to push forwards.

GLOBAL NETWORK

In addition to adding new Tofinou models, he has developed a global dealership network, referred to now as ambassadors. These number upwards of 15 in locations as far-flung as the US, Brazil, Norway Italy and Australia, and are already bearing fruit.

As well as the Tofinou range, Latitude 46 also produces, in much smaller, custom-build numbers, the Andreyale trio of 10, 12 and 15-metre (approx 33, 40 and 50ft) motor launches in styles reminiscent of the American east-coast commuter boats.

The Andreyale began in 1991 as a 10m cabined day-cruiser, commissioned by the famous André restaurant in La Rochelle. Three of the 12m hulls have been built as 20-seater water taxis for the luxury Four Seasons Hotel on Bora Bora, where they now ferry guests to and from the French Polynesian island's airport as well as taking them for rides around the island.

All the Andreyales are designed with heavy-displacement GRP hulls, with wood fit-out, while the largest, the 15m, is a full-on luxury classic cabin cruiser. At the smaller end of the range is a 7.5m (24ft 7in) sports boat, the Lady Scarlett, much influenced by 1960s Rivas, but with its own elegant style.

Latitude's preferred production method, for both motor and sailing boats, is to produce hull mouldings in GRP at an establishment in La Rochelle. These are then



MARTIN SMITH

Left: Fitting-out a Tofinou 9.5
Far left: The Andreyale 12m



NIC COMPTON

The Latitude Tofinou story

The Tofinou story – the word means ‘people of the sea’ in an African dialect – began in 1989, when boatbuilder Philippe Joubert saw a small wooden boat on the quay at Saint Martin on the north coast of France’s Île de Ré.

Immediately he was taken with the little boat, which turned out to have been built in 1929 by a local builder, Edouard Mento, as a one-off daysailer to take advantage of the local shallow waters. Philippe, whose two-year-old yard then specialised in repair, immediately saw the potential for a production craft.

It became one of the early GRP recreations of classic lines – a market that has since burgeoned. Slight amendments, including the installation of an engine, broadened its appeal, and since that time 230 of the swing-keel, 7-metre hulls have been built.

In 2004, Latitude introduced a 9.5-metre Tofinou, this time a new design, by renowned French multihull designer and Philippe’s brother, Michel Joubert, and something of a departure with its modern, racing lines and ultra-clean deck layout. Its sparkling performance found a willing market and 60 have been built so far.

Following the takeover of Latitude by Christian Iscovici, the new boss introduced an 8-metre version, which celebrated its 50th hull at a recent last Paris Boat Show.

The latest and largest (so far) Tofinou, the 12-metre, aimed at weekend sailors, was launched in 2009. Also the brainchild of Christian, with the same design team, again it is distinctively modern. A Philippe Starck concept fit-out was shown at last year’s Paris Boat Show – “With his attention to detail it was a way to highlight the meticulous quality of our work,” explains Christian. The boat sold, though he adds that the main demand is for more classic versions. The scaled-up 16-metre will offer proper cruising.

Tofinou sailing today is going from strength to strength, and with 50 or more based in the La Rochelle area alone, regattas are well attended.

There are some 25 7-metres in the UK, as well as around 15 of the other models, says their agent Charles Watson. Buyers, he adds, are not usually race-focused people. The 7s with their deep cockpits, lifting keels and inboard diesels, have the reputation of a good daysailer with racing ability that will go anywhere, and get you home.

Above: Tofinou 7-metres at a regatta in France – the swing keel enables them to settle on the beach

fitted out with high-quality carpentry, and given interior styles ranging from the spare, modern look of the 12m Tofinou to the traditional, rich, mahogany lustre of the Andreyale range. However, the 15m Andreyale, at present the company’s largest boat, is constructed in strip-planking or red cedar and epoxy sandwich depending on owners’ preferences.

The demands of running a business of this size – Latitude employs 20 personnel, building typically 20-30 boats a year – means that daily life is certainly more hands-on than it was at Beneteau, but Christian has not been neglecting the need for development.

Currently not even the biggest Tofinou, the 12, offers accommodation suitable for more than a weekend aboard, but the new 16m (52ft 6in) model, of which the first two are in build, will alter all that. Essentially, it’s a scaled-up 12, with improved accommodation. As Christian puts it, “It’s very similar to the 12, but more spacious, to allow two weeks cruising for two couples.”

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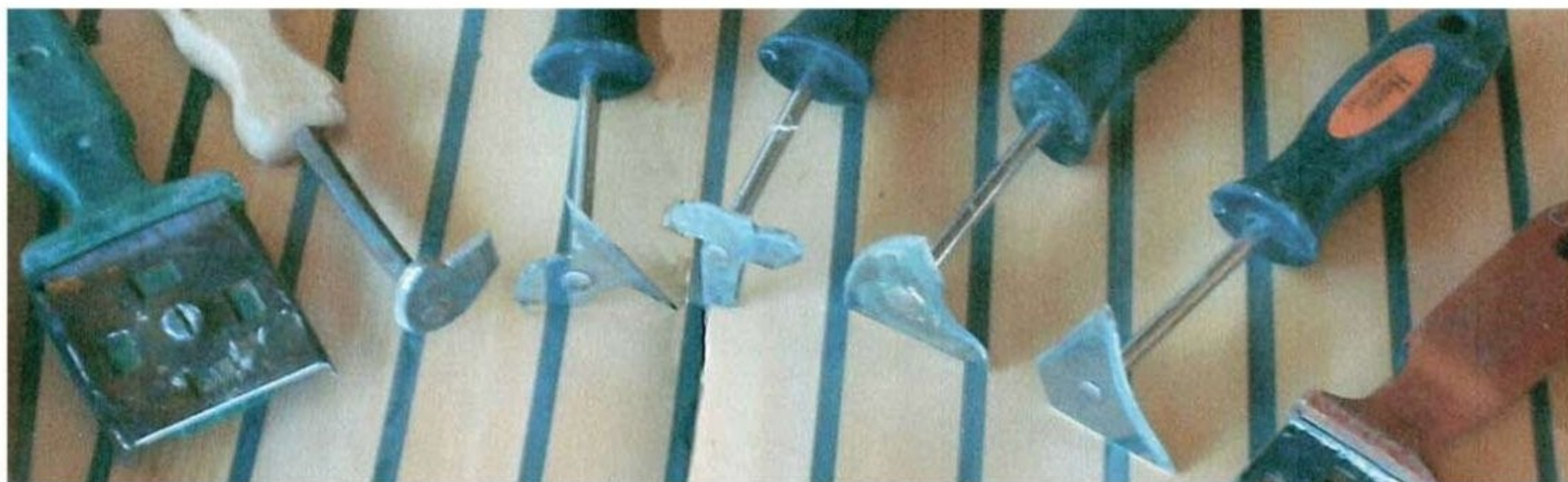


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Boatbuilder's Notes



EXPERT ADVICE SHAVE HOOKS

Scrapers you could shave with

BY MIKE BURN

Most normally associate the tri-square 'scraper' as merely a tool for scraping off paint, pretty ineffectually, but if this humble job is to be done effectively we need to do better than that.

The first essence is a razor-sharp edge, indeed adequate to shave with. With such an edge the paint, warmed, is removed in one stroke with the paint-absorbed layer of wood removed at the same time while warm. This gives a virgin surface that can be re-covered immediately as the grain is open ready for a fresh application – because it has been cut not squashed. Sanding merely fills the grain with dust which inhibits paint absorption unless strenuous efforts are made to vacuum it out.

This first essential for sharpness is a blade of tool-steel quality. Harris is the only maker I know that makes such. Avoid the fancy expensive carbide-tipped scrapers as carbide cannot be made sharp enough for this wood-cutting job. Also, they cannot be ground into the fancy forms that facilitate effective paint removal on complex shapes.

BENCH GRINDER

The second essential is a properly maintained 'off-hand' bench grinder – with a diamond dresser constantly to hand. It is not possible to sharpen a tool with a blunt or clogged wheel.

Most decent bench grinders come with a matrix-style diamond dresser these days – utterly essential. Like a new sharp file, there is nothing like the happy hiss of a grinding wheel doing its steel-crafting job well – if it's noisy or rough it's clogged.

The edge I can achieve even had boatbuilder John Krejsa (YN, CB284) coming to me to sharpen and set his plane blades – on a grinder! When making *Sheila's* new exotic rubbing strake for me, John was using one of my formed shave hooks as a shaver/planer to achieve the concavity to match the minute curve of the hull – a moment's work with a fine sharp shave hook.

The test of a truly sharp edge is that, when a finger is drawn gently across it in the cutting direction it grabs you – if it doesn't it isn't sharp.

TWO-HANDLED

The third essential is handling – it must be a two-handed job or the blade merely skips over the surface; trying to heat-gun with one hand while removing with the other is a failed strategy. Hold the blade to steer and provide the pressure needed to cut through everything in one pass, while using the handle to 'draw'. This is far faster – one heat then one pass.

Mike Burn owns the Albert Strange-designed yawl *Sheila* (CB118)

The pictures show the many fancy shapes I have knocked up to do specific jobs. Make a tool quickly to do the job, then it be easily done well first time – basic engineer's strategy.

Sheila's exotic toe-rail, heavily concave inside while round on top, was easily cleaned with one hook ground up to the exact inside profile and the top profile. They can also be used as push-shavers – like a chisel – to keep detail sharp and clean.

IMPOSSIBLE CORNERS

These fine sharp tools can be used in all sorts of carving jobs too – the one with the very fine ends has been a gem for recreating edges and getting into impossible corners to regenerate neat detail – it cuts like a fine chisel.

The two big scrapers are Harris's contribution to heavy paint removal – their blades are made of the same quality tool steel and, being four-sided, they can be rotated for a real fest of paint shiftin' – there is nothing remotely as good available.

My engineer's heart bleeds for those I watch struggling with rubbish tools, taking hours to do a job.

So, no more crude scrapers cobbled out of soft steel botched up with a file, nor fortunes spent on carbide fancies – above is shave hook heaven. At £1.99 each, the Harris Tri-Squares are cheap magic. Do not accept any compromise.

Above: Shape shifters – an array of Mike's shave hooks. Below: Bench grinder by De Walt





Varnish brush and sash tool

BY ROBIN GATES

Yacht painting has changed dramatically in recent years – some yards have climate-controlled spray booths with operators dressed like Darth Vader. These well-preserved brushes come from the 1900s, a literal golden age of yacht painting when a painter's apprenticeship covered the likes of gold leaf gilding, graining, signwriting and staining.

The range of tools required for so many techniques was prodigious; this copper-bound oval varnish brush and round sash 'tool' illustrate the variety.

The brushes were made by the respected London company of Crowden and Garrod, using firm natural bristles which exercise good control over the paint. The varnish

“An oval brush is better suited to the curved surfaces of a yacht”

brush is a No 4 (they range from 1, the smallest, up to 8) using long, strong and elastic bristles from the neck of a Russian hog. The oval form enhances the sought-after springiness in the middle of the brush that enables varnish to be spread more evenly. An oval brush also has greater capacity than a flat one, and is better suited to the curved surfaces of a yacht.

Examination of the handle's grain suggests beech, while the 'knot' (as the bundle of bristles is known) is constrained by a heavy gauge copper ferrule stamped 'Crowden's Indestructible' – which time has proved accurate!

Sash tools, ranging from 1 (smallest) up to 10, are used on mouldings generally, not just skylight sashes, where their roundness

facilitates rotation for a more constant flow and for cutting in an edge. The hemp whipping provides a secure grip when turning the brush.

This No 7 is marked 'Lily', which refers to the white bristles chosen to assist with thorough cleaning and prevent carry-over in detailed work. A hand lens reveals the bristles have been 'flagged' which means they are split for a more uniform spread of paint.

What would a time-served painter of the 1900s make of disposable foam pads used on wooden hulls today, I wonder. Professional pride might set him against painting hulls at all – this was for unskilled 'brush hands' – but I suspect the holding ability and control of the natural bristle brush would prove decisive.

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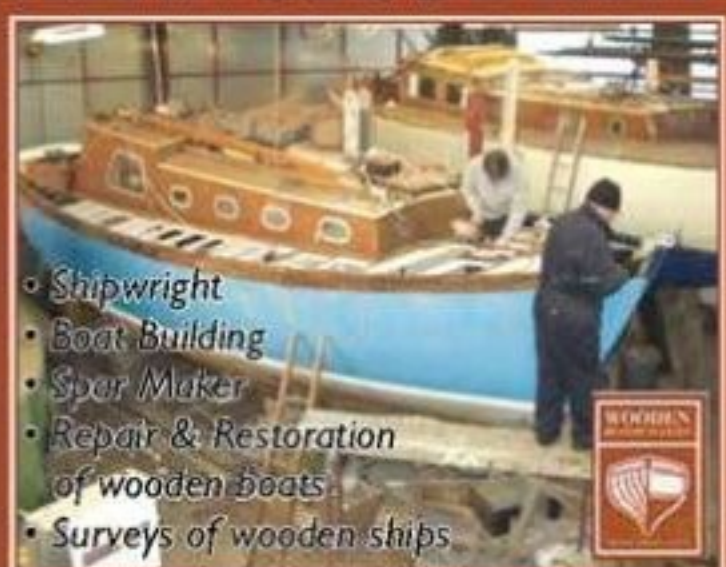
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LETTER OF THE MONTH SUPPORTED BY OLD PULTENEY WHISKY

The shock of the wreck of *Berenice*

What a shocking photograph in the March issue of CB, showing *Berenice of London* wrecked on the shores of Port Grimaud.

Strange how intimately acquainted you become when you make a delivery passage on a boat, and then it makes no sense at all seeing its corpse washed up on a beach; no masts, no guardrails, and she is a big boat.

Just thinking of all the beautiful mahogany panelling inside! The brutality of the image is in such a stark contrast with the utmost care, precaution and professionalism with which this beautiful vessel was handled – 92ft (28m) and an offset prop coming into Grand Harbour, Valletta was no mean feat.

Three and a half years ago I was invited to crew on *Berenice* from Turkey to Spain. I had discussions during the long night watches with one of the consortium owners about the



feasibility of taking on a boat of this size privately. I had some ideas I wanted to test for myself and I got the answer during this voyage.

I'd toyed with the idea of transporting oriental carpets to the UK in a carbon-neutral way. Say you buy carpets in Turkey or on the Black Sea and sail them back to England in a sufficiently large vessel. Setting up camel-back trade routes deep into Asia Minor felt like a romantic thing to do. Well... we motored for 10 days and only got half way, no wind

***Berenice* and her beautiful mahogany panelling**

at all. We are spoiled here in Britain – the occasional windless day, but never for long. So we project what we take for granted onto another place, and luckily I had the chance to check this on board *Berenice*. I abandoned the idea after this trip, now knowing a bit more about the winds in the Med.

Hopefully *Berenice* won't end cut up in a vineyard on the Ramatuelle Peninsula; what a horrible idea.
Cornelius van Rijckevorsel,
Plymouth



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SAVE UP TO 44%

Searching for seven missing Gauntlets

We are searching for information on seven 'missing' Gauntlets – among 41 of the class built by the Berthon Boat Company between 1935 and 1951.

- 1) *Sussex Maid*, no 468/1934-5 (12 tons), name changed to *Brambling*, last heard of registered in Southampton in the late 1950s.
- 2) *Greengage*, no 482/1935 (12 tons), last heard of at Swanwick late 1970s, may have been up for sale recently.
- 3) *Paviroma*, no 496/1936 (12 tons), name changed to *Luteis* then *Sursum*, last heard of at Lymington late 1960s.
- 4) *Grey Seal*, no 536/1938 (12 tons) last heard of at Fleetwood c1980.



- 5) *Sinloo*, no 520/1937 (12 tons), name changed to *Le Petit Cygnet*, last heard of in France in the 1970s.

- 6) *Coch Y Bondu*, no 497/1936 (17 tons), last heard of in the 1970s, based in Rapallo, Italy.

- 7) *Jenny Spinner*, no 512/1937 (18 tons), renamed *Blue Moon*,

then *Flying Gauntlet* and back to *Blue Moon*, I believe, last heard of at Cannes in mid 1960s.

If any readers are able to help with any detail on these 'missing' Gauntlets, do please contact us
Hugh Rayner,
Berthon Boat Company Ltd,
Lymington, Hampshire

Tracing Aviona

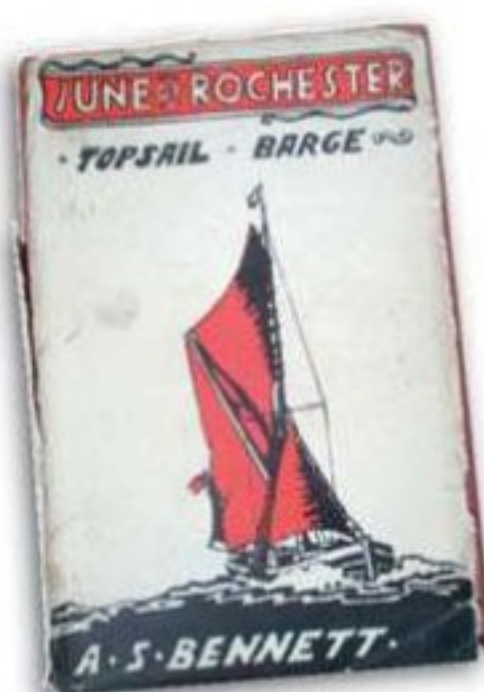
Please can you help us trace a wooden boat called *Aviona*.

This summer, Evesham River Festival (6-8 July) will be celebrating the 50th anniversary of Evesham being opened to the sea, thanks to the restoration of the River Avon between Evesham and Tewkesbury, completing the link to the Severn. The whole project was carried out by volunteers and took 12 years to complete.

Aviona played a leading role in the opening ceremony in 1962. She was owned at the time by Mr D Barwell, who set up and chaired the project.

We have traced the boat to 1977 and the Hamble, when the owner was Major N G Lewis. If anyone has any further information, please get in touch.

Terry Smith, by email



June of Rochester

Here is a rare book that I bet your readers haven't seen before. *June of Rochester* is about a young couple converting a 72ft (22m) Thames trading barge into a live-aboard in the 1930s. They sailed up and down the East coast from Rochester to Ipswich and beyond.

The book, which has many rare photographs, was published in a rough cut form by Edward Arnold in 1939, just as the war broke out. I suspect it became a forgotten book. I came across my copy about 25 years ago and re-read it every few years.

Clive Marsh, by email



NIGEL SHARP

Memories of Falmouth 18-footers

I thoroughly enjoyed Nigel Sharp's article on the Falmouth 18-footers (CB285), and the photographs.

I owned *Magpie* during the 'sketchy period' that Nigel identified. I bought her in 1969 from a Falmouth probation officer who had bought her from George Corke. At the time she was at Penpol Boatyard where I had had the great experience of working for Bob Pizey.

When I had *Magpie* she was not at her best though still sound.

She had a reduced draft, a small cabin and a cranky Dragon rig – she was rather over-powered. However, I enjoyed a great summer sailing her

around the Carrick Roads and in the Helford. She was a good boat and I have fond memories of her. She was sold to Peter Fell, of Devoran, in 1970.

One of my school friends owned *Myrtle* in the 1960s. I have a memory of him telling me that there was another 18-footer in a derelict state near Devoran – he said she was called *Buttercup*.

It is great to see the fleet sailing again. In the 1960s they were just a memory as a fleet – the only photographs I knew of were in the Victory Inn in St Mawes.

Mike Langshaw, Cornwall

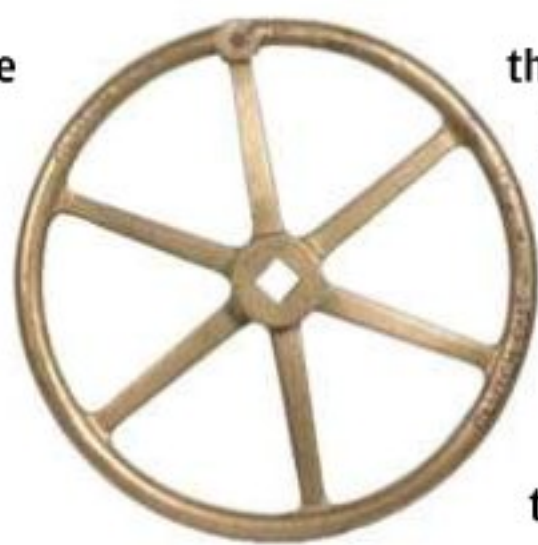
Operation Mincemeat, the full story

I was very interested to see the submarine clutch wheel for sale from HMS *Seraph* (Saleroom, CB285).

While you had the principle of the story correct concerning Operation Mincemeat, I'm afraid your facts were a little bit out.

True enough, the body was that of a Welsh vagrant but he was dressed as an army officer called Major Martin, and the cover story was that there had been a crashed aircraft on which he had been travelling, along with some very important documents concerning the invasion of Sicily.

His body was carefully carried in a canister to prevent it decomposing en route to the site where the ruse was to take place. When the submarine was at



the required location his body was carefully put in the sea along with the documents. The canister was taken out to sea to be sunk.

Only in his later life did the captain of the submarine, Captain Bill Jewell,

admit they were unable to sink it without the use of very heavy gunfire.

The ruse worked and the submarine went on to play a very important part in the invasion of Sicily, which was a huge turning point in the war. After the war the conning tower was salvaged from scrapping and is now in America as a symbol of unity and peace. The book *Operation Mincemeat* is a very worthwhile read.

Terry Atkinson, Shetland



READER'S BOAT OF THE MONTH

Arlene de Cent Ans

My H-28, designed by L Francis Herreshoff as an easy-build design for returning servicemen in 1948, was begun by an old gentleman in Houston in 1968, then lay under a shed for 35 years until I acquired her about six years ago, launching her last May. She is mahogany on oak, 28ft (8.5m) on deck and moves in the water gracefully with a nice turn of speed.

Jackson Ehrlich, Tarpon Springs, Florida, USA



Seeking flax for smacks

Progress is letting down restoration, realises *Richard Titchener*

“You get the motorbike and I’ll get the petrol, and we’ll go round Europe until we find some,” I said to Mark Butler of James Lawrence Sailmakers. *Sallie* needed a new cotton mainsail following hours with the needle after a windy race. Mark did not think he could get the cotton and if he could it might not have the quality of 1988.

To a traditional boatowner, his sailmaker is akin to a bespoke tailor. For a man who could reveal the sail plans of whole fleets through an indiscretion, secrecy is the watchword – so anything can be said in the confines of the loft confessional. Clipper or Terylene simply would not do and we had to try. In the end, without the bike, Mark found a supplier in north Europe, and, better still, we got a grant from National Historic Ships to cover the considerable difference in costs compared to Terylene, but it was a close shave.

I remembered this when Peter Dodds of sailing barge *Mirosa* said he was considering a synthetic mainsail because he could not find flax anywhere. Peter was not about to give up easily and was thinking of trying Russia and Poland, but I suddenly realised that was not the point.



“Maybe we are doomed to dumb-down authenticity”

When the iconic Fife schooner *Altair* was renovated, kicking off the classic yacht revival, her owner wanted everything right. When told decent Egyptian cotton was not available, he suggested looking elsewhere. When told none could be found, he suggested buying a farm and growing it. When told there would be no mill to process it, he suggested buying or building one.

In the end they wore him down of course, and the cream Dacron we see in the fleet today is the result. The best compromise maybe, but surely a loss to the revival that he was not enabled to source his cotton co-operatively.

And the process continues, so it may not be long before even Dacron is not around. We now see two-ply sail construction on classics because of course it seems better. Maybe we are doomed to dumb down authenticity in the same way we abrogate seamanship to the convenience of powered winches. I hope not but fear so.

Once it seemed as if we lived in a world of constant improvement. As a boy I stood outside looking at the moon while men were landing

on it on the TV indoors. Soon there was a space station circling the earth. Concord was set to fly supersonic round the globe.

Then progress somehow became globalisation. We can have fresh peas from Africa all year round and we are all in it together. There was no escape from the iron laws of the market as our jobs were exported to the third world and only occasional criticism of sportswear companies accused of exploiting child labour made us question the manner of our manufacturing demise – as if it was only morality that mattered.

The myth of progress is now revealed for what it was. Concord is no more, our utilities belong to other countries, you cannot now furnish a house with British-made items unless you develop a somewhat reduced set of domestic circumstances, and the space station will plummet to earth rather than become a jumping-off point for a generation of Captain Kirks.

In July 2010 the *Guardian* reported that cargo ships had slowed to speeds slower than the *Cutty Sark* to save fuel. *Plus ça change* then.

Does anyone know where Peter can get his flax? Or should we accept the inevitable and take up virtual sailing? Join me for a weekend on the iSmack?

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